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No. 27,210 HONG KONG, THURSDAY, JUNE 20, 1929. PRICE \$3.00 Per Month.

GOVERNMENT REPLY ON WATER

EXTENT OF SUPPLY

REVIEW OF SITUATION IN HONG KONG & KOWLOON

HON. MR. SHENTON'S QUERY

Information was sought by the Hon. Mr. W. E. J. Shenton at the meeting of the Legislative Council today. The replies of the Government spokesman and Mr. Shenton's questions are appended.

Question: Will the Government give this Council the following information:—

The present position of the water supply in this Colony?

Reply: The total quantity of water in the storage and service reservoirs on the island on the morning of June 17 amounted to 192.75 million gallons. The average drop since June 1 (with fully one inch rainfall) has been 3.2 million gallons a day, which means that, under similar conditions, there is storage to last until August 16.

The daily rate of draw-off will, however, be decreased by further curtailment of the hours of supply, as further outside sources of supply are brought to Hong Kong for the benefit chiefly of those sections of the community on the lower levels who are at present the principal sufferers.

The total daily consumption from all sources has been reduced to 4 million gallons as against a maximum 1928 summer supply of 12 million gallons a day. Compared with last June the high levels consumption has decreased by about 40 per cent. and the same reduction applies to all metered services in the city.

At present all the reservoirs, excepting Tytam, are practically empty, and it is of interest to record that, with the exception of the Pokfulam reservoir, there is no evidence of silting. The Pokfulam reservoir has silted to the extent of 3 or 4 million gallons due to the construction of the section of Stubbs-road within the catchment area. The total loss in storage in the island reservoirs due to silting is about 0.2 of 1 per cent.

In Kowloon the total quantity of water in the storage and service reservoirs on June 17 amounted to 80.51 million gallons.

The yield from the Shing Mun River since June 1 (with a 2 inch rainfall) has averaged 1.50 million gallons a day, but at times it has dropped to less than 1 million gallons a day. The average daily drop in storage since June 1 has been 0.75 million gallons so that with but a small rainfall Kowloon should have a storage for about 3½ months. It is hoped that it may soon be possible to increase the hours of supply in Kowloon, but it must be borne in mind that Kowloon may have to continue contributing supplies to Hong Kong from Lai-chikok for many months—possibly until next year's rains set in.

As regards subsidiary water supplies the Shaikwan and Aberdeen village supplies are in a fairly secure position, and only a few light showers are necessary to keep the streams supplying these water works with sufficient for the normal consumption.

Arrangements have been made for all Government vessels to obtain their supplies from these sources during the present shortage.

The Repulse Bay supply (from Wongtsinghong reservoir) is almost exhausted but arrangements have been made to deliver water by water boat from Stanley or Aberdeen, should it completely fail. Less than 10,000 gallons a day would suffice to maintain an emergency supply to this district.

There is plenty of water at Tai-po, but the Fanning supply is getting rather low.

EMERGENCY MEASURES

Question: What measures have the Government already taken or planned to meet the present water shortage?

(a) By obtaining supplies of water outside the Colony.

(b) By improving the water supplies within the Colony?

Reply: The following emergency measures have been taken to augment the ordinary supplies.

In November 1928, four steel tanks, each of 30,000 gallons capacity, were cables for from England and arrived in the Colony on January 22, 1929. Two were

(Continued on Page 7.)

PETROL PUMPS

FIGURES ABOUT THEIR ERECTION

REPLIES IN COUNCIL

The Hon. Mr. J. P. Braga asked a number of questions at today's meeting, of the Legislative Council. These, together with the official replies, are given herewith:—

Question: How many petrol service stations exist in the City of Victoria and at Kowloon, respectively, and at what places?

Reply: Twenty-one petrol service stations exist as encroachments on Crown land in the City of Victoria and outlying district and 10 stations at Kowloon and New Kowloon.

Permission Given

Question: To whom and under what conditions has permission been granted for erecting and maintaining such service stations?

Reply: To the Asiatic Petroleum Co., Standard Oil Co. and Texas Co. on annual permits subject to such general and special conditions as Government may require.

Applications Pending

Question: Are there any applications pending for the erection of additional service stations; if so, from whom have such applications been received and how many await decision?

Reply: Four applications are pending:—

(1) A.P.C.—area at Fire Station compound Kowloon.

(2) A.P.C.—area occupied by China Motor Bus Co., Chatham-road, Kowloon.

(3) Texas Co.—area on the new Praya East reclamation.

(4) Standard Oil Co.—area opposite K. E. L. 1464, Nathan-road.

Question: Have any applications been refused and on what grounds?

Reply: About 12 applications have been refused either because sites were unsuitable or because they were open to objection from the point of view of fire risk or traffic.

Annual Revenue

Question: What is the annual revenue derived from permits for the encroachment of Crown land and dangerous goods licences, respectively, for petrol stations in respect of:—

(a) the City of Victoria; and

(b) Kowloon?

Reply: The annual revenue derived from permits for petrol pumps etc. amounts to:—

(a) \$4,345 for Victoria etc. and

(b) \$1,750 for Kowloon and New Kowloon.

To these sums must be added \$64 for petrol storage licences.

Two schedules, "A" for the City of Victoria and the outlying district and "B" for Kowloon and New Kowloon were laid on the table as part of the first reply.]

CLERICAL STAFF

MR. BRAGA'S QUESTIONS & THE REPLIES

SUGGESTION TURNED DOWN

Questions asked by the Hon. Mr. J. P. Braga at today's meeting of the Legislative Council and the replies thereto were as follow:—

Question: What are the functions of the Subordinate Staff Committee?

Reply: The Subordinate Staff Board was appointed under Government Notification No. 112, dated April 24, 1911, to advise on certain matters connected with the clerical and subordinate branches of the Civil Service. The Board makes recommendations for promotion in the clerical and allied branches of the Government Services and keeps the confidential reports made by Heads of Departments on officers of this class. It also supervises recruiting and advises on transfers.

No Unofficials

Question: Having regard to the fact that the Sub-Committee is composed entirely of official members will the Government consider, favourably, in the interest of the public service, the enlargement of that Board by the inclusion of unofficial members also?

Reply: The Government is unable to agree as to the efficacy of its desirability of this proposal.

An expert report on the management of the Postmaster-General's Office at Postmasburg, South Africa, states that they promise to aid in the development of a big industry.

COLONY'S TRADE LOAN

POSITION REVIEWED

HONG KONG & SHANGHAI BANK SOLE LENDERS NOW

NO UNDUE PRESSURE

The following report on the Trade Loan is incorporated in the Colonial Treasurer's annual report on the finances of the Colony:

The sterling liability on December 31, stood at \$315,000. During the course of the year under review, \$435,000 was repaid as against \$400,000 in 1928, and \$550,000 in 1927. Loans obtained in London amounted to £1,800,000 and by the end of the year £1,385,000 had been repaid. The Hong Kong and Shanghai Banking Corporation are now the sole lenders.

All loans fell due for repayment at the latter part of 1927 and the beginning of 1928, but owing to the financial situation then prevailing it was decided not to put any undue pressure on the borrowers, and many loans were renewed on a month-to-month basis.

It was found necessary in four cases to resort to enforcement of the security, and no losses were sustained in this connection.

The overdraft at Bank at the close of the year was \$4,023,050.88.

The following table shows the financial position of the loan on December 31, 1928:—

Total of Loans issued from November 16, 1925 on the security of Mortgages \$15,628,782.84

Less redemption effected during the year:—

1926 \$2,604,990.00

1927 4,485,870.76

1928 3,408,660.02

Total \$10,534,362.78

Less amount written off as irrecoverable 76,506.93

Total of Loans outstanding on Dec. 31, 1928 \$4,697,906.13

Overdraft with the Hong Kong and Shanghai Banking Corporation on Dec. 31, 1928 \$4,023,050.88

Interest in arrears on December 31, 1928 \$117,389.42

Interest in arrears on December 31, 1927 206,816.64

Interest in arrears on December 31, 1926 321,121.10

Total number of Loans issued:—

1926 34

1927 85

1928 87

Number of Loans outstanding 88

Loans obtained in London by the Hong Kong Government:—

1926 \$400,000

1927 550,000

1928 435,000

Total outstanding on Dec. 31, 1928 \$4,415,000

OFF IN A HURRY

CHINESE SOBS ON OBTAINING HIS FREEDOM

BACK TO SHANGHAI

"I will return right away to Shanghai" sobbingly vowed a native of the Northern port this morning at the Central Magistracy. He was surprised at being discharged, cried childishly, and lost no time in making himself scarce.

He had been seen yesterday by a detective endeavouring to get rid of a blanket and some clothing at a pawnshop. He failed to give a satisfactory explanation of his possession of the stuff.

After evidence had been given by the prosecution, the Magistrate (Mr. E. W. Hamilton) said that he could not convict. It was quite probable accused had failed to find the person who, he alleged, had given him the blanket and clothing to pawn; it seemed only natural that that person would keep out of accused's way and not own up.

ANOTHER GENERAL ELECTION?

A PORTENT

LIBERAL ADMINISTRATIVE COMMITTEE'S WORK

ELECTORAL REFORM WANTED

London, Yesterday.

The possibility of another election at no distant date is envisaged by the Liberal Administrative Committee having adopted the resolution moved by Sir Herbert Samuel to maintain and strengthen the organisations in the constituencies and by affirming their intention of again strenuously contesting elections.

The Committee emphasised the necessity for electoral reform, which it is hoped will be carried out in the present Parliament by general agreement.—Reuter.

LI CHAI-SUM

Granted Partial Liberty at Tongshan

Shanghai To-day.

It is reported that at the recent session of the Central Executive Committee a proposal was made (with the approval of Marshal Chiang Kai-shek) for the release of Marshal Li Chai-sum and his reinstatement in the Party.

No decision was taken, but it is stated that an understanding was reached.

Meanwhile Marshal Li Chai-sum is at present at Tongshan and has been granted partial liberty, all the guards having been withdrawn.—Reuter.

REPARATIONS

PREPARING FOR ANOTHER CONFERENCE

STRESEMANN IN PARIS

Paris, Yesterday.

Herr Stresemann has arrived and conferred with MM. Briand, Poincaré, and leading Government officials, with regard to the date and venue of the International Conference on the findings of the Reparations Experts' Committee.

Conference in a Neutral Country

Dr. Stresemann has returned to Berlin after he, M. Briand, and M. Poincaré had arranged for a Reparations Conference to be held, if possible, in the middle of July in a neutral country.—Reuter.

TO-DAY'S RAINFALL 0.18 inch

1929 rainfall 11.54 inches

Average 33.57 inches

Deficit 22.03 inches

DON'T WASTE WATER!

RAILWAY SMASH

1 PERSON KILLED; SEVERAL INJURED IN NEW YORK

CRASH IN THE REAR

New York, Yesterday.

One person was killed and several injured on the elevated railway at Sixth Avenue, across from the Cathedral of St. John the Divine, through one train crashing into the rear of another.—Reuter's American Service.

GOLD BULLION

IMPORTED FROM LONDON TO ARGENTINE

New York, Yesterday.

Certain banks here are importing a further \$9,000,000 of gold from London for the Argentine.—Reuter's American Service.

Yesterday afternoon Mr. E. W. Hamilton was disturbed in Court by the chirping of birds outside. In view of the fact that he had previously been disturbed by the noise made by workmen inside Victoria Jail, his Worship remarked to Mr. Murphy, "A.S.P." "It seems that there is no peace in this Court."

The Magistrate, who had been writing his verdict on the charge sheet, looked up and inquired what it was all about.

The interpreter replied that the accused had said that he would leave the Colony for Shanghai at the first favourable opportunity.

His Worship said he did not care, but told accused to leave the Court, which he did in a hurry!

TO-DAY'S DOLLAR

The closing rate of the dollar on demand today was 1/11 3/16.

KWANGSI'S WAR NOT ENDED YET?

KWEIPING DENIAL

PRO-GOVERNMENT TROOPS REPORTED DEFEAT

BREAK DOWN OF ARMISTICE

Canton, Yesterday.

The report that the city of Kweiping, in Szechow, west of Wuchow, and one of the few remaining strongholds of the Kwangsi clique, has been captured by the pro-Government Kwangsi troops, is evidently not true.

Pro-Government troops, under Brigadier Li Ming-shu and Yang Ting-fei, stationed at Tenghsien, although having set out for Szechow as their objective, failed to carry out their plans last week. They did not march into Kweiping as reported in Canton.

Council of War

The reason for the renewal of the Kwangtung-Kwangsi "war" has been due to the breaking down of the armistice between the rival militarists of Kwangsi and Kwangtung. It may be recalled that an understanding was sought through a plan by which all former Kwangsi leaders would retire from active service and that their troops be enlisted in the Canton Army, but as Brigadier Li Ming-shu would not enlist any of the old Kwangsi army men, the negotiations came to naught.

Then General Wong Shu-hung, one of the leaders of Kwangsi faction, called a conference of subordinates at Kweiping to decide on peace or further war. It was the opinion of most of his subordinates that war should be carried on.—Nan Chung Kuo News Service.

Canton Reinforcements

Although Liu Woon-yin of the Kwangsi faction has sincerely expressed his willingness to surrender, yet there are, however, many detached troops who are likely to give further trouble. In order to round up these remnants at the earliest date, the Commander-in-Chief, General Chan Chai-tong, has dispatched two military aeroplanes and three monitors up the West River to co-operate with the Government's land forces.—Canton News Agency.

80 Officials Arrested

Wuchow, Yesterday.

General Yu Tsao-pok, chairman designate of the Kwangsi Government in Wuchow, has, during the last few days, taken more than eighty officials of the previous (Wong Shu-hung) administration into custody, charging them with being "counter-revolutionaries".—Nan Chung Kuo News Service.

COURT MARTIAL

CORPORAL HENDRY ADMITS HIS MISDEEDS

FICTITIOUS ACCOUNTS

To-day is the fifteenth day of the trial of Major G. M. H. Ogilvy, of the King's Own Scottish Borderers, by a General Court Martial sitting in the Officers' Mess at Murray Barracks.

Cpl. Hendry, who was clerk to the P.R.I. and who is now serving a sentence of 80 days for embezzlement of funds belonging to the P.R.I., gave further evidence in connection with the workings of the Regimental Institute.

He admitted that money received from the sale of swill sometimes went to his own use. "Sometimes when I received the money, I put it in the black box and sometimes I put it into my own pocket," he said.

Asked by the Court what became of the money which went into his pocket, witness said that he converted it to his own use. Sometimes he made entries in his books and sometimes he did not. The entries were never queried by the accused.

Questioned as to signing receipts for cash received, witness said that he could not remember whether he had ever received permission from the accused to sign such receipts, nor could he remember if he had been forbidden to do so.

The cinema accounts produced in Court were made up by him. They showed the takings and expenditure, but he would not say that those accounts showed a complete statement of affairs. The battalion dealt with the Pathe Orford, and the Orford Film Co., the latter firm was later absorbed by the Hong Kong Amusement Ltd. There was

two bills sent to "The Cinema Officers, P.R.I." which he had suppressed.

When shown a bill for \$840 due to the Hong Kong Amusement Ltd., witness said that he did not enter that in his balance sheet. It was also possible that the bill was not sent in in time for inclusion in the balance sheet. He had also withheld that bill from his accused.

Major Ogilvy did ask him for a statement of the accounts, and witness had presented him with a additions statement instead.

[Case proceeding.]

BANKRUPTCY CASE

REPORT OF THE OFFICIAL RECEIVER

LESS BUSINESS

The report of the Official Receiver for the year 1928 states:—

New bankruptcy business during the last year has been considerably smaller in volume than that during 1927, the assets for distribution among creditors only amounting to a sum of approximately twenty-six thousand dollars, as against four hundred and forty-nine thousand dollars in 1927, and the estimated liabilities to two hundred and seven thousand, as against two million seven hundred and eighty-eight thousand dollars.

Fees

The fees received for Official Receiver's commission, however, amounted approximately to twenty thousand dollars, constituting a record for this office, at any rate, during the last 10 years. This is accounted for by the revenue derived from winding up the large estate which went into bankruptcy during the year 1927, and the distribution of which had not been completed during that period.

Bankruptcy Discharged

Nothing of particular significance occurred in bankruptcy administration during the period under review, but the pronouncement made at the beginning of the year by the Chief Justice, that it was intended in future to enforce the provision, peculiar to the local legislation, contained in sub-section (2) of section 27 of the Ordinance, which provides in effect that where a debtor does not of his own accord apply for his discharge within a reasonable time, the Court may compel him to do so, will probably have considerable effect, and will, except in cases of genuine misfortune, make bankruptcy a rather less attractive and more hazardous undertaking than hitherto has been the case. Many bankruptcy offences only arise when discharge is applied for.

Companies Liquidation

Petitions for winding-up—nil (one in 1927).

Winding-up orders—all (one in 1927).

Bankruptcy

Petitions (total) 39 27

Creditors' petitions 26 19

Debtors' petitions 13 8

Receiving orders 25 13

Public examinations 27 10

Adjudications 15 6

Schemes of arrangement 1 2

Petitions withdrawn 3 2

Petitions dismissed 7 10

Discharges 1 1

Receiving orders rescinded 2 5

Assets distributed \$449,097.52

Estimated liabilities 2,768,508.55

Fees in stamps 6,414.90

Official Receiver's Commission 14,968.57

Assets distributed \$26,819.28

Estimated liabilities 207,837.22

Fees in stamps 5,582.75

Official Receiver's Commission 20,080.40

BIG HAUL

PART OF STOLEN PROPERTY RECOVERED

\$1,150 STILL MISSING

Clothing, jewellery and money to the total value of \$2,720 was stolen from the room of a Chinese student residing at the Great Eastern Hotel, Connaught-road, Central.

Li Chen-sang reports to the Police that some time between 2 and 4 a.m. yesterday, a leather suit case containing clothing and jewellery was stolen from his room. He reports that \$1,150 in American notes is also missing.

Subsequently the suit case with the clothing and jewellery were recovered.

Gen. Chiang Tso-pin, Minister to Germany, according to the "Shun-pao," has telegraphed the Waichiao-pu saying that it has come to his knowledge that a man named Sun has been inducing Chinese coolies to go to Germany under the pretence that there is plenty of work for them there. Sun is alleged to have issued papers to poor Chinese and to have obtained money from them by promising them work upon their arrival. Gen. Chiang requests that Sun should be found and punished.

PROMISSORY NOTE FOR \$2,900

LITIGATION ENDS

CHIEF JUSTICE REVIEWS INTERESTING CASE

JUDGMENT FOR DEFENDANTS

Judgment was given by Sir Henry Gollan, K.C., in the Supreme Court this morning, in the case in which Lam Ting

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PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 24th day of June, 1929, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing on 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Lot No.	Locality	Boundary Measurements	Area in Sq. ft.	Area in Acres	Annual Rental	Useful Price
1	147	Shamshui	As per map plan, 1/48	3,018	4.68	—	—

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LAMMERT BROS.

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WATER SUPPLIES

Presence Of Organic Matter And Germs DANGER OF DISEASE

Before a conclusion can be arrived at, a thorough chemical and bacteriological examination must be carried out and the results carefully considered.

Such examination should be entrusted to specialists, chemists, and bacteriologists. Their opinion will be given not only on the examination of the material itself, but after consideration of information with regard to the source of the sample, the position and surroundings of the well or other collection of water from which it was drawn. With all samples forwarded for examination such information should always be sent.

For the collection of samples for chemical examination a clean Winchester quart bottle, which holds about half a gallon, fitted with a glass stopper, should be used.

Before collecting the sample the bottle should be well rinsed with the water to be collected, and in case of wells, rivers, lakes, and reservoirs the portion to be examined should be obtained by plunging the bottle below the surface. If taken from a tap the first quantity that runs off should be rejected in order to prevent the entry of possible impurities from the pipe.

Stored in Ice

Smaller quantities are required for bacteriological examination. They should, of course, be collected in perfectly sterile vessels and stored, in ice if possible, till the examination is made. It is advisable to communicate with the bacteriologist who is to carry out the investigation, as probably he may desire to send a special outfit for the collection and forwarding of the specimens.

As regards the examination made and the methods adopted by the chemist and bacteriologist nothing more need be said than that both carry out their investigation qualitatively and quantitatively. The former examines, or may examine, for minerals, metals, and organic matter, and estimates the amounts of these as well as the degrees of hardness per gallon. The bacteriologist, in addition to estimating the total number of organisms present, makes a special examination for intestinal and sewage organisms.

Distribution of Water

Usually the reservoirs in which water for a community is collected are placed at a sufficiently high level to permit of its distribution by gravitation, and it is not uncommonly the case in large districts that supplementary or service reservoirs, to which the water is conducted in open or closed aqueducts, are placed at various points to facilitate distribution to certain cases. Sometimes it is necessary to pump the water to these reservoirs, but the course adopted depends entirely upon the geography of the district.

Filtration is generally carried out before the water is distributed, and unless preliminary storage is to form part of the process of purification the filter bed is the earliest destination. From this the water goes to settling tanks and thence through aqueducts direct to the mains of the service reservoirs.

Aqueducts Closed

As far as possible, in order to avoid escape of water and to prevent entrance of contaminating materials from outside, the aqueducts should be closed. The so-called water mains are always closed pipes and run underground. They are practically invariably made of iron in order to withstand pressure, and consist of lengths of piping of varying diameter all carefully and securely jointed with lead.

The jointing is very important, particularly in madways, since the sewers and gas mains are usually not far off, and should there be any leakage from these the soil will become impregnated and the rush of water in the water main is quite capable of sucking in materials from the soil through a very small defect.

From the mains the water is distributed by service pipes to the various houses. The pipes used are ordinarily of lead, since this material is easy to work and to carry to any point within the premises at which the water is to be delivered. The only objection to it, as already noted, is that it may be acted upon by soft water.

Domestic Storage of Water

Since it is the exception rather than the rule the supply made by an authority is intermittent, i.e. cut off for certain periods each day instead of being constantly on or continuous, the provision of a cistern as a means of domestic storage is not really essential. Nevertheless, in many districts it is insisted upon the reasons usually given being that if the supply is continuous there is risk of waste

whereas, with a cistern the water is better conserved and there is less chance of a house going without it for any reason it is turned off at the main.

Water Cisterns

These risks are generally regarded as exaggerated, but water companies have great powers, and if a cistern is insisted upon it must be provided. In such a case it should be properly constructed, properly covered to keep out dirt, conveniently accessible for cleansing and thoroughly and regularly cleaned. The best material for cisterns is undoubtedly galvanised iron, though, occasionally, slate and lead tanks are seen. Because slate is apt to crack and lead is apt to be dangerous, neither of these materials is really satisfactory. In any case the covering, the accessibility and the cleansing referred to above must not be overlooked. Local authorities usually insist upon attention to these matters, and many have by-laws giving powers to require that they be attended to.

Every cistern should be provided with an overflow pipe discharging in the open so that it may serve as an

PLEASE DON'T WASTE WATER

indication should the valve or other fitting fall out of order. The pipe should not be taken into another pipe; certainly not into a drain.

Drinking Water Tap

With both the continuous and the intermittent system there should always be at least one tap in each house drawing water from the main for drinking purposes. Cisterns are so apt to be neglected that this is important.

Even where the supply is continuous there should be small cisterns for use in connection with each of the water closets, and one also for the supply of the boiler which provides hot water for the house. With regard to the cisterns it should be stated that water companies and authorities always insist upon them and lay down provisions as to the size of each cistern or, as it is sometimes called, the "water waste preventer." The capacity generally allowed is from 2 to 3 gallons.

Since the hot-water is one exceedingly liable to be neglected and hot water is more apt to act upon lead pipes than cold, it should never be used for culinary purposes.

Law as regards Water

The Public Health Acts contain a number of sections dealing with the supply of water, and making provisions for its protection from contamination.

Local authorities are given wide powers for obtaining supplies and incurring expenditure in the construction of reservoirs and other necessary apparatus in connection therewith.

In the case of premises without a supply the owner may be compelled to provide it, and in some instances, if he fails, the local authority may make the provision and recover the cost.

For New Houses

In London and in rural districts in England to new house may be used for human habitation until a certificate that there is an adequate supply of water has been obtained from the sanitary authority.

Further, in rural districts it is the duty of the local authority to see that each occupied house has a supply of water within a reasonable distance. It may be mentioned, however, that views as to what is a "reasonable" distance vary, and in some instances the nearest supply may be a quarter of a mile or more away from some of the houses.

As regards purity of water, persons who foul a supply with gas washings are liable to heavy penalties.

Wells and cisterns yielding polluted water may be closed but the procedure to obtain closure is somewhat complicated and may be prolonged.

SPORTING GUNS AND ACCESSORIES.

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CHOLERA

VIEWS OF COMMISSIONER OF SIAMESE RAILWAYS

KEDAH OVER-ANXIOUS

Bangkok, June 8.
Interviewed by the "Siam Observer" to-day the Commissioner-General of Railways said that while they were quite at one with the authorities on the other side of the frontier in their desire to protect themselves against cholera, they entirely failed to see any use in the demand for a deposit. If a railway passenger were unlucky enough to contract cholera, the deposit would not save him or prevent the spread of the disease over the border.

If the F.M.S. authorities insisted on compulsory inoculation of everyone crossing the frontier, they would be perfectly within their rights. Siam would know just where she stood, and would see that people obeyed the regulation before they were allowed to try to cross. It seemed to him that Kedah was over-anxious. People could go into British territory from Siam elsewhere without restriction.—"Straits Times".

WITHOUT GAS

SEQUEL TO NEWCASTLE COAL-FIELDS LOCK-OUT.

Sydney, June 10.
The million people of Sydney are without gas as a sequel to the lock-out over the entire Newcastle coal-fields in April, when the miners demanded higher wages.

The owners declare that they cannot compete with imported coal. A commission of inquiry was begun, but the situation suddenly became acute.

Thousands of police have been concentrated at the mines in the expectation of violence aiming at the withdrawal of safety men.—"Straits Times".

THE RHINELAND

RUMOURED MEETING OF FOREIGN MINISTERS

Madrid, June 10.
The League of Nations Council began with a meeting which was not open to the public.

It is rumoured that the Foreign Ministers of Germany, France and Great Britain will meet at Baden-Baden at the end of July to discuss the question of Rhineland evacuation.—Trans-Ocean.

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KING FUAD

ENTHUSIASTIC WELCOME IN BERLIN

Berlin, June 10.
The special train conveying King Fuad arrived at ten o'clock this morning. President von Hindenburg and Government representatives welcomed the Royal guest, who reviewed the guard of honour, while artillery fired a Royal salute and bands played the national anthems of Egypt and Germany.

Huge crowds cheered enthusiastically when the President and King Fuad, in an open car, preceded by mounted police, went slowly through streets decorated with the German and Egyptian colours to the Albrecht Palace, where once Amannullah was housed, and which the Government has placed at the disposal of the Royal guest and his entourage.

At a banquet in the evening the President bore testimony to the spirit of amity pervading the relations between Egypt and Germany. King Fuad, in reply, referred to the growth of cultural and economic relations.—Trans-Ocean.

SENTRY DESERTER

SENTENCED TO 112 DAYS' HARD LABOUR

London, June 3.
The court martial has sentenced George Siewright, a sentry who deserted from the guard at Buckingham Palace, to 112 days' hard labour in a civil prison and has discharged him from the Army with ignominy.

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have Red Seal records in this June list of Victor records. That includes the marvelous readings of Arturo Toscanini... Leopold Stokowski... and Serge Koussevitzky! But that's not all. If you are interested in the world's finest music you are absolutely certain to have something new on hand that will entrance you. If your tastes lie along the lines of popular vocal or red hot dance numbers, the June Victor record list has some snappy surprises in store for you. Let us play for you each of these selections as particularly appeal to you. We'll gladly do this... and, the sooner the better!

RED SEAL RECORDS

- | | |
|--|--|
| El Gaucho—Tango (Schiappa) In Spanish
Luna Castellana (Castilian Moonlight)
(Schiappa-Rose-Longas) In Spanish
Tito Schiappa
No. 1372, 10-inch | Overture—Part 3 and Part 4 ("La Grande Pique Russe")
LEOPOLD STOKOWSKI AND THE
PHILADELPHIA ORCHESTRA
No. 7019, 12-inch |
| Malagueñas (Malaga Love Lament)
Clavelitos (Carnations) (Estic-Valverde)
LUCRECIA BORI
No. 1383, 10-inch | Traviata—Prelude to Act 1 (Verdi)
Traviata—Prelude to Act 3 (Verdi)
ARTURO TOSCANINI AND PHILHARMONIC
SYMPHONY ORCHESTRA OF NEW YORK
No. 6994, 12-inch |
| Rondino (Kreisel) Violin with Piano
Fair Rosemary (Schön Rosemarin)
(Kreisel)
FRIEDZ KREISLER
No. 1386, 10-inch | L'apprenti sorcier—Part 1 and Part 2
(After a Ballad by Goethe) (Dukas)
ARTURO TOSCANINI AND PHILHARMONIC
SYMPHONY ORCHESTRA OF NEW YORK
No. 6987, 12-inch |
| Étude in C Minor (Chopin) Piano
Étude in C Flat Major (Black Keys)
(Chopin)
IGNACE JAN PADEREWSKI
No. 1387, 10-inch | A Garden in the Rain (Dyrenforth-Gibbons)
Lower Come Back to Me
(Oscar Hammerstein, 2nd-Sigmund Romberg)
JOHN MCCORMACK
No. 1400, 10-inch |
| Overture—Part 1 and Part 2 ("La Grande Pique Russe") (The Russian Festival of High Easter)
LEOPOLD STOKOWSKI AND THE
PHILADELPHIA ORCHESTRA
No. 7018, 12-inch | Carmen—Chanson du Toréador
(Torcedor Song) (Bizet)
Tosca—Te Deum (Puccini)
LAWRENCE TIBBETT WITH
METROPOLITAN OPERA CHORUS
No. 8124, 12-inch |

POPULAR VOCAL RECORDS

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|--|---|
| Come from "The New Moon"
(Mandel-Hammerstein-Romberg)
"Marianne"—"One Kiss"—"Softly as in a Morning Sunrise"—"Love Come Back to Me"—"Stout Hearted Men"
LEWIS JAMES
No. 21903, 10-inch | Come from "Whoopie"
"Until You Get Somebody Else"—
"I'm Bringing a Red, Red Rose"—
"Come West, Little Girl, Come West"—
"The Gypsy Song"—
"Makin' Whoopie"
VICTOR LIGHT OPERA COMPANY
No. 35909, 12-inch |
| Christina
Looking for Love (from Ziegfeld's "Midnight Frolic")
LEWIS JAMES
No. 21904, 10-inch | I'll Always Be Mother's Boy (from Pathé picture, "Mother's Boy")
MORROW DOWNNEY
No. 21940, 10-inch |

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From Hong Kong.

S.S. "FIUME-L" Sails on or about 21st June.
S.S. "VENEZIA" Sails on or about 30th June.
S.S. "NIPPON" Sails on or about 13th July.
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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
SHINYO MARU	Wednesday, 10th July.
SIBERIA MARU	Wednesday, 24th July.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
YOKOHAMA MARU	Monday, 1st July.
MISHIMA MARU	Monday, 29th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via	
Singapore, Penang, Colombo, Suez.	
KASHIMA MARU	Saturday, 29th June.
HAKONE MARU	Saturday, 13th July.
SYDNEY & MELBOURNE via Manila & Ports.	
TAKI MARU	Wednesday, 26th June.
ANGI MARU	Wednesday, 24th July.
BOMBAY via Singapore, Penang, & Colombo.	
TOTTORI MARU	Thursday, 27th June.
ANA MARU	Thursday, 11th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,	
Mexico & Panama.	
ANJO MARU	Tuesday, 9th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAMAKURA MARU	Tuesday, 9th July.
NEW YORK, Boston, Havana via Panama	
TATSUNO MARU	Thursday, 4th July.
LIVERPOOL via Port Said, Constantinople, Genoa.	
DURBAN MARU	Saturday, 20th July.
CALCUTTA via Singapore, Penang & Rangoon.	
YAMAGATA MARU	Saturday, 29th June.
GENOA MARU	Monday, 8th July.
SEANCHAL, KOBE & YOKOHAMA.	
AKI MARU (Nagasaki direct)	Thursday, 20th June.
FUSHIMI MARU	Monday, 24th June.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	
ALTAI MARU	Friday, 12th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,	
Colombo, Durban & Cape Town.	
MANILA MARU	Thursday, 27th June.
BOMBAY—Via Singapore & Colombo.	
CHIFUKU MARU	Thursday, 4th July.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR	
& MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Sunday, 7th July.
CALCUTTA—Via Singapore, Penang & Rangoon.	
TACOMA MARU	Tuesday, 2nd July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from	
Shanghai.	
MELBOURNE—Via Manila, Brisbane & Sydney.	
BURMA MARU	Thursday, 4th July.
HAIPHONG—Via Hanoi & Peking.	
RENADO MARU	Thursday, 26th June 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS	
SEATTLE MARU	Sunday, 23rd June.
YASADO MARU	Tuesday, 9th July.
AMAZON MARU	Friday, 12th July.
KEELUNG—Via Swatow & Amoy.	
CANTON MARU	Sunday, 23rd June, 3 p.m.
TAKAO—Via Swatow & Amoy.	
TAKAO & KEELUNG	
KATAYAMA MARU	Sunday, 14th July.

For further particulars please apply to:- OSAKA SHOSEN KAISHA.
Tel. Central No. 4888, 4889, 4890. M. TAKEUCHI, Manager.

LIFE-SAVING
BOARD OF TRADE
AWARDS

The Board of Trade have awarded a binocular glass to William Isaac Arnold, District Officer, H.M. Coastguard, Hope Cove, South Devon, and a vellum testimonial to the Hope Cove Life-saving Apparatus Company, together with monetary awards to the members of the Bolt Head and Hope Cove Coastguard, and to the members of the Rocket Apparatus Company who were present when the "Deventia" was wrecked off Bolt Head on February 12.

Soon after midnight, on February 12-13, signals of distress were observed from the vessel by the Hope Cove Coastguard, and an advance party from the Rocket Apparatus Company, carrying light life-saving gear, set out in a motor-lorry, and located the vessel at about 2.30 a.m. The remainder of the company followed in the wagon conveying the full rocket apparatus. This gear had then to be carried by the company for a mile along the top of the high cliffs. They had to make use of life-lines to avoid slipping over the edge of the cliffs, for the cold was intense and the ground covered with a thin coating of ice, and the gale that was blowing was accompanied by driving snow. All the acetylene lamps, except one, had frozen, and it was only with the second rocket which was fired at 4 a.m., that contact was established. The ship was then hauled out by those on board, and the breeches buoy sent out to the ship. Owing to the intense darkness and the failure of the lamps, it was impossible for those on shore to see when anyone entered the breeches buoy from the ship; and, owing to an overhanging rock, they could not safely haul it to the top of the cliff where they were working. All that could be done was to keep the buoy sufficiently long on the ship for it to be entered, haul it ashore to a point 150 feet from the top of the cliff, and hold it there sufficiently long for any person in it to land. It was found at this time that three members of the crew of the "Deventia" had been saved in this way. The motor-lorry from Plymouth then arrived on the scene and took off the remaining 10 members of the crew.

FLOATING DOCK

TO LIFT VESSELS UP TO
15,000 TONS

Two units have now been completed of a three-unit floating dock, which is at present under construction at the Government Dockyard and Engineering Works, Walsh Island, Newcastle, N.S.W. Ordinarily the center and bow units will be coupled together to form one floating dock which will then be capable of docking vessels up to 11,000 tons or, alternatively, the third section, Any two of the sections will be able to lift the third.

When the third section is completed, which is anticipated, will be in September next, it will ordinarily be used as a separate unit, suitable for the quick docking of smaller vessels up to, say, 4,000 tons capacity. It will be possible, however, to couple it to the other units, so as to form a dock with a lifting capacity of 15,000 tons, which could accommodate the new Australian cruisers "Australia" and "Canberra," which are 630 ft. long. The length overall of the third unit will be 212 ft., and it will have a clear width at the entrance of 82 ft., the depth of water over the keel blocks being 15 ft.

As a two-unit structure, the dock will have an overall length of 420 ft., with the same width of the entrance—82 ft.—and the depth of water over the keel blocks will be 26 ft. With all three units coupled together, the overall length will be 630 ft. Both the larger and the smaller units are self-contained, the electric energy for operating them being produced on board by diesel-driven generators.

The dockyard and works cover an area of 145 acres with a wharf frontage to the southern arm of the river of 2,000 ft. The yard was originally acquired for shipbuilding and ship-repairing in all its branches, and also for bridge building and general engineering. Owing to slackness in the shipbuilding trade in Australia, the major portion of the work undertaken in recent years has fallen within the latter category, some of the more important contracts carried out being for railway rolling stock, and more particularly for all-steel cars. All the present time, Walsh Island Dockyard and Engineering Works employ about 2,500 men.

There are three building berths in the shipyard, with two patent ships for ship repairs and cleaning. Vessels up to 6,000 tons deadweight have been constructed in the yard in the past. It is anticipated that there will be a marked increase in shipyard work in Australia in the next few years, and the completion of the new floating dock will enable the Walsh Island authorities to handle considerably larger vessels than has previously been possible.

WARSHIPS HERE

The following are the warships in harbour:-

At the Basin—H.M.S. "Tamar," "Dunce," "Spoppy," L15, and L19.
At the North Arm—H.M.S. "Bridgewater."
At the West Wall Dock—H.M.S. "Somme," "Sirdar."
Foreign Men-of-War
U.S.S. "Mindanao," "Tula."
French Gunboat "Albatros."

SHIPPING
SECTION.

THE BOILERMAKERS

ANNUAL REPORT SHOWS OVER-
DRAFT OF \$147,000

The ninety-fourth annual report of the Boilermakers' Society states that since 1920 the number of men employed in the various branches of the shipbuilding and boiler-shop industries has fallen considerably. There were 13,838 members looking for work, while many thousands had gone to other industries or to other countries to find a means of livelihood. The flow of apprentices was checked, and the net loss of members last year was 2,206.

At the close of the year there were 66,101 members, as against 38,307 at the end of 1927. The contributions in the past year were \$157,481, as compared with \$156,975 in 1927, an increase of \$506. This was attributable to the better employment of members on the year's working. The general fund shows an increase of \$2,144, but the superannuation fund a loss of \$36,154, making a net gain of \$280. Sickness expenditure amounted to \$36,566, a decrease of \$790; and death benefits to \$14,818, a slight decrease also on the previous year.

The funds were—General, \$146,437 15s. 7d.; and superannuation, \$115,498 16s. 1d.—making a total of \$262,936 11s. 8d., from which there was deducted \$146,999 0s. 3d.—general fund overdraft at the bank—leaving a net total of \$115,937 16s. 11d. In 1926 the bank overdraft was \$205,819, and at the end of 1927 it was \$154,588. In the past year \$94,401 was paid in superannuation benefit, compared with \$90,472 in the previous year. The total number of superannuated members was 4,566. The funds had not enabled them to pay in full their affiliation fees to the Labour Party, but an instalment of £80 had been paid.

There had been a long and severe depression in industry, and in all the circumstances, it was remarkable that the loss in members has been so small in the lean years. Retrenchment had been necessary, and sacrifices had been made, but the society still gave support to 7,400 members at varying rates of benefit, rising to £23 per member per annum.

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HAMBURG

PROVISION FOR THE
FUTURE

The port of Hamburg during the past ten years has exhibited one of the most striking examples of commercial vitality which it seems possible to conceive. Just before the war it had built up its overseas traffic to a level verging on 30,000,000 tons of shipping entered and cleared per annum, so that it ranked immediately after London and Liverpool as chief European seaport.

In consequence of the naval blockade, which lasted from 1914 to 1918, this remarkable volume of overseas trade was depleted to vanishing point, and the shipping returns reduced to complete insignificance. The peace which followed brought further misfortune. Transfer took place of the most notable ships of the mercantile fleets of the port of the Allies for competitive service against their former owners. Hamburg, deprived of its world-renowned leviathans, was left with a sorry remnant of its shipping and the merest traces of its former prosperity to endeavour to find a place again in the world's shipping activities.

But the indomitable spirit of the burghers, which, indeed, cannot be too much admired or too highly commended, has enabled them to overcome seemingly insuperable difficulties, and in the midst of an exhausted and a depreciated currency, to resuscitate the overseas trade of the port and raise it to even higher levels than before. The pre-war tonnage of shipping was actually exceeded in 1928, with 30,563,228 tons entered and cleared, and the returns have since gone on steadily increasing until in 1927 they reached 39,553,300 tons.

This rapidly expanding volume of trade has naturally entailed a corresponding extension of the accommodation and facilities of the port for its reception and handling. Constructional works have been in progress for some time past to meet the demands which have arisen, and to make provision for the increasing requirements of the future.—"Engineering."

WINDJAMMERS' RACE

THIRD SUCCESSIVE VICTORY OF
FINNISH VESSEL

Considerable excitement was caused in shipping circles at Falmouth by the arrival of the Finnish four-masted barque "Herzogin Cecilie," which had been competing with two other sailing vessels in a race from Australia. This is the third time in succession that the Finnish vessel, which is commanded by Captain de Cloux, has proved the winner.

The time occupied was 104 days, as compared with 84 and 96 in previous races, the cause of the excess being the calm weather met with, particularly at the close of the run. The "Herzogin Cecilie" was becalmed at the mouth of the English Channel for a week, the wind being so light that she could not get into Falmouth Bay, and had to cast anchor off the Manacles and await a breeze. The "Herzogin Cecilie," which left Port of Spain with a cargo of 4,600 bags of wheat on January 18, saw nothing of her rivals, the "Beatrice," which had a week's start, or the "Lawhill," which sailed thirteen days previously.

DECK CARGOES

The recent cases which have been heard in the Courts regarding deck cargoes on what may perhaps be called for convenience "local shipping," have brought to the front a matter which has been a source of irritation for a great number of years. It is annoying apart from anything else, if British shipowners find that they are under trading disadvantages as compared with foreign rivals, merely be-

PLEASE DON'T
WASTE WATER

cause they have to comply with rules which apparently do not affect in equal degree the shipping under foreign flags. This is not a peculiarity to this part of the world for America discovered that there was a gap in regulations in the matter of the "Vestris" which caused considerable annoyance when it was realised, and that gap is likely, it is understood, to be closed by amendment of the United States law. The point involved of course was not the same as that in Britain, but only the general circumstance that shipping lying in and out of any port foreign to its national registry is not always under the same restrictions as the national shipping of that port. It comes then to a question of if compensation as much as anything else, and leaving aside all the technical subtleties, it is plainly absurd that the trade of any nation should be at a disadvantage in its own ports via a visit of trade of foreigners. This is a principle of international application and there could be no objection raised by any foreign trader to its treatment. If the position as regards certain classes of trade in this part of the world is that the home trader is suffering to the benefit of the outside trader, that should be remedied. It would, we imagine, be quite possible to amend any rules or regulations which exist as to deal with such a circumstance, and in justice to our own registry, any necessary action should be taken, if a sufficient enquiry establishes, as popular opinion has always held, that a genuine grievance exists.—"Journal of Commerce."

CONSIGNEES' NOTICES

Consignees of cargo ex a.s. "Gogovale" are reminded to take delivery of their goods which will be subject to rent after June 29.
Consignees of cargo ex M.V. "Danmark" are reminded to take delivery of their goods which will be subject to rent after June 29.
Consignees of cargo ex a.s. "Renary" are reminded to take delivery of their goods which will be subject to rent after June 26.

MOVEMENTS OF STEAMER

The C.P.S. R.M.S. "Empress of Russia" arrived at Manila on June 20 (Thurs.) at 8 a.m., leaves Manila on June 21 (Fri.) at 4 p.m., and is due at Hong Kong on June 23 (Sun.) at 9 a.m.

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Next sailing to the Pacific Coast

EMPRESS OF RUSSIA

Noon—June 26th, 1929.

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S.S. "TAI HING"

[1,068 tons—Capt. Trott.]

JUNE

MON. 24th SUN. 30th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

JUNE

FRI. 21st WED. 26th

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S.S. "CITY OF MANILALAY" via Suez Canal 15th July.

S.S. "CITY OF BEDFORD" via Suez Canal 9th August.

S.S. "CITY OF CANBERRA" via Suez Canal 10th September.

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PERIM	7,648	29th June	Marseilles, London, Antwerp & Rotterdam.
KASHGAR	9,005	6th July	Marseilles, London & Hull.
MIRZAPUR	6,715	13th July	Straits, Colombo & Bombay.
ALPORA	5,273	19th July	Marseilles & London.
KHYBER	9,114	26th July	Marseilles, London & Hull.
KHYBER	9,114	3rd Aug.	Blanca, Karachi.

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SANTHA	7,754	4th July	Singapore, Penang & Calcutta.
TILAWA	10,005	11th July	Singapore, Penang & Calcutta.
TALAMBA	3,013	18th July	Singapore, Penang & Calcutta.
SIRDHANA	7,745	25th July	Singapore, Penang & Calcutta.
TAKIWA	7,936	1st Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	8th Aug.	Singapore, Penang & Calcutta.

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ARAFURA	6,000	12th Aug.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	30th Aug.	
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	

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SAILINGS TO SHANGHAI & JAPAN.

†KHYBER	9,135	21st June	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,005	28th June	Amoy, Moji, Kobe, Yama & Osaka.
SIRDHANA	7,745	5th July	Amoy, S'hai, Moji, Kobe & Osaka.
KHYBER	9,114	12th July	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	3,013	19th July	Amoy, Moji, Kobe & Osaka.
ARAFURA	5,930	26th July	Moji, Kobe, Osaka & Yokohama.
MAIWA	10,000	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	9th Aug.	Amoy, Moji, Kobe & Osaka.
*KIDDEPORE	5,934	16th Aug.	Shanghai, Moji, Kobe & Osaka.
TALMA	10,000	23rd Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
KASHMIR	8,985	30th Aug.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls Tsingtau & Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

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OCEAN FARMING

THE BOTTOM OF THE SEA

DEEP-SEA SCIENTISTS

Recently, the International Council for the Exploration of the Sea met in the Lord Chancellors' suite of rooms in the House of Lords. Scientists, professors, and delegates from Belgium, Denmark, France, Finland, Germany, Holland, the Irish Free State, Italy, Latvia, Norway, Poland, Portugal, Spain, and Sweden gathered in learned convocation to discuss the work of the past year and to plan another year's research into the economics and sociology of the bottom of the sea.

Founded in 1902, the International Council was probably the first example of international co-operation of its kind. The work of research into oceanography and marine biology is divided among the various nations which are members of the council sometimes by areas and sometimes by subjects. Thus there is, for example, a domestic arrangement between Denmark and Scotland that the Scots shall direct their research to the life of the haddock, while the English scientists attend to the cod, and, with the co-operation of Sweden, the herring. Among the nations which belong to the council there are no fewer than seventy marine biological stations, and thirty vessels are devoted to these researches.

Bigger Fish. In an interview with "The Observer" Mr. H. G. Maurice, Fisheries Secretary of the Ministry of Agriculture and Fisheries, who has since 1920 been President of the Council, explained the nature of the work that is being done. That branch of it which has most caught the popular attention suggests a vague possibility of "farming the sea." This has reference to a famous series of experiments under Professor Garstang in which plaice were transplanted from the coast of Scotland to the Dogger Bank. The transplanted fish grew to a size in one year as against 6 mos. on the coastal grounds from which they were originally taken, and increased in weight by well over three times, while the fish left on the coastal grounds doubled in weight in the same period. An isolated result, but was maintained with marked consistency through repeated investigations over a period of eight years.

Thus there remains no possible doubt that transplantation can be effectively managed, but there is unfortunately no reason to think, Mr. Maurice says, that it can be made an economic proposition. Transplantation is still in the laboratory stage and there seems small indication that it will soon be ripe for commercial exploitation. But it must not be supposed from this that marine biology is of purely academic value. From the beginning it has been a science with severely practical application. Its birth dates from the expedition of the Challenger in 1873; ten years later the Fisheries Exhibition at South Kensington provided a fresh stimulus, and it was just about this time that the practice of drawing for fish was first begun. When, to make the revolution complete, the trawler went over to steam, it was very generally feared that there would be over-fishing, and that the practice would be exhausted. Worst still, it was argued that the trawl dragging along the bottom of the sea destroyed the sperm of the fish, and threatened the fishing industry at its very root.

Now were two very practical posers for the new science to answer. The first difficultly solved itself, for the use of steam enabled the fishermen to go further afield and the danger of over-fishing the North Sea was thereby diminished. But the second problem demanded the attention of the marine biologist. Research soon showed that since none of the food-fish except the herring lay their eggs in the bed of the sea, while even the herring's eggs are laid on stony ground which is unsuitable for trawling, the danger was purely imaginary.

A similar problem was faced much more recently when the sudden development of trawling as a herring fishery in the North Sea roused an outcry among the old drift net fishermen that the trawler took immature fish.

A widespread research was undertaken, naturalists and assistants sailed on commercial vessels to measure and make an age analysis of the catch. It was found that, after all, the fish caught by the trawler, though small, was not immature. Once again a danger of panic legend was averted.

Scientific Work. The scientific work which forms the necessary basis of these apparently simple results is elaborate and difficult. As Mr. Maurice says, studying life at the bottom of the sea is a very different matter from studying scientific

landsmen's problems. Long researches have gone to establish our present knowledge of the age-analysis of fish, the patterns marking of hundreds of fish on the collection of the data so acquired. Elaborate instruments have been evolved by which it is possible to make a minute examination of the ocean bed at any given point, and to investigate the elaborate chain of life of the sea, from the large food fish at the bottom to the microcosms on the surface; and thus it is possible to discover the state of the food supply of fish at different times and places, and even to prognosticate when and where the fishermen will have good and bad seasons.

As an example of the ingenuity demanded Mr. Maurice spoke of a new kind of drift-bottle, invented by a British scientist, which, by showing the exact path of the currents, throws some light on the migration of fish. It really consists of two bottles, one of which sinks after a given time, owing to the action of an anemometer, the other floats on the surface. The floating bottle is picked up, say, on the coast of Norway. That gives the general trend of the drift. When a number of the other bottles, each having been timed for a different period, have been picked up by trawlers, the bottom of the sea, it is possible to map out the path by which the more persistent bottles have made their way to Norway.

SWEDEN

51 SHIPS OF 215,400 TONS UNDER CONSTRUCTION

According to a report of the Swedish Committee of Lloyd's Register the total number of ships contracted with Swedish yards amounts to 51 of a combined gross tonnage of 215,400. Of these 36 vessels of a total of 154,000 gross tons are destined for classification in the register in question. In the matter of the tonnage launched in the past quarter it is stated that Sweden occupies the third place among shipbuilding countries, coming after Great Britain and Germany.

The Swedish yards are so well occupied with work for the immediate future that Mr. Gunnar Carlsson, Swedish shipowner, has entered into a contract with Messrs. W. Duxford and Sons, Sunderland, for the construction of two motor tankers, each of about 13,500 deadweight tons, for delivery within six months after the spring of 1930. The vessels are said to have been chartered for ten years by an American oil company. An agreement is reported to have been entered into by the Lindholm-Motala Company, of Gothenburg, for the modernisation of the cargo steamer "Rio Azul," which is being built at the Thompson Steam Shipbuilding Company, of London. The ship, which was only built at Rlyth in 1921, is to be equipped with the Lentz engine, superheater, etc., and the coal economy resulting from the improvements is guaranteed to be 25 per cent.

On May 2 there was launched at Gotaverken the combined cargo and passenger liner "Samuel Bakke," a sister-ship to the "John Bakke," completed a month ago for Mr. Kaust Knutsen, Haugesund. Both ships are for service between Continental ports and the Pacific coast. The same builders have also recently completed two motorships for Oslo owners. Their principal dimensions are: length over all, 281 feet 11 inches; length between p.p., 257 feet; beam, 37 feet 6 inches; depth moulded to maindeck, 24 feet. The deadweight capacity is 2,490 tons on a draft of 20 feet 6 inches. The service speed is 15 knots; the two engines, single-acting Götaverken B. and W. trunk engines each develop 1,500 i.h.p. at 190 revolutions per minute. Because of the high speed the ships have been given very fine lines; they have two complete decks besides a wooden fruit deck. Both ships are the "last word" in the West Indian fruit fleet.

SHIP WIRELESS

SWEDEN AND THE ANTIQUATED RULES

During the discussion of an interpellation in the Second Chamber of Swedish Parliament it was submitted on behalf of the seamen that it would have been possible to have avoided certain casualties to ships if they had been provided with complete wireless equipment instead of having only reviving appliances. English shipowners, it was stated, have shown a greater understanding of the standpoint of the seamen than the Scandinavians, who in London opposed tooth and nail improvements in this direction, and were said to receive the effective support of the Swedish State's representatives.

The Minister of Commerce, replying, recalled the regulations which were fixed internationally at the London Convention of 1914 concerning safety of life at sea. He said the great development in radio techniques during the past few years the minister said that the regulations in question must now be regarded as antiquated, and not the least from the safety point of view were less satisfactory. Measures for bringing about an improvement had been discussed, among others, during the preparations for the International Safety of Life at Sea Conference, which was now proceeding in London.

The minister continued, that at the conference the existing safety regulations would be subject to revision, and that the countries represented there would agree to extend the regulations concerning compulsory wireless installations considerably beyond those contained in the 1914 convention. On the ground of the expense, however, the minister stated that it was not to be expected that small ships would provide themselves with radio equipment.

PASSENGER LIST

DATE	HIGH WATER	LOW WATER	TIME	TIME
June 14 to 20, 1929.				
Fri. 14	4.45	4.3	7.45	4.0
Sat. 15	5.45	4.8	10.15	1.8
Sun. 16	6.45	5.8	11.15	2.8
Mon. 17	7.45	6.8	12.15	3.8
Tue. 18	8.45	7.8	1.15	4.8
Wed. 19	9.45	8.8	2.15	5.8
Thurs. 20	10.45	9.8	3.15	6.8

ARRIVALS

Per A. "Ald Mar" from Australia. June 20. M. and Mrs. R. F. August. Miss O. V. La Bar. Mrs. L. A. Le Bar. Miss A. Baynes. The Rev. J. M. Through. L. Lewis. F. B. Tomlin. Mrs. E. B. Smith. M. Waldman. Mrs. B. Waldman.

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 3rd July or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by

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All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aase on the 22nd June, 1929, at 10 a.m. All claims against the vessel must be presented to the undersigned before the 27th June, 1929, or they will not be recognised.

No Fire Insurance will be effected. Bill of Lading will be countersigned by

JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 17th June, 1929.

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All claims against the steamer must be presented to the undersigned on or before the 10th July, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

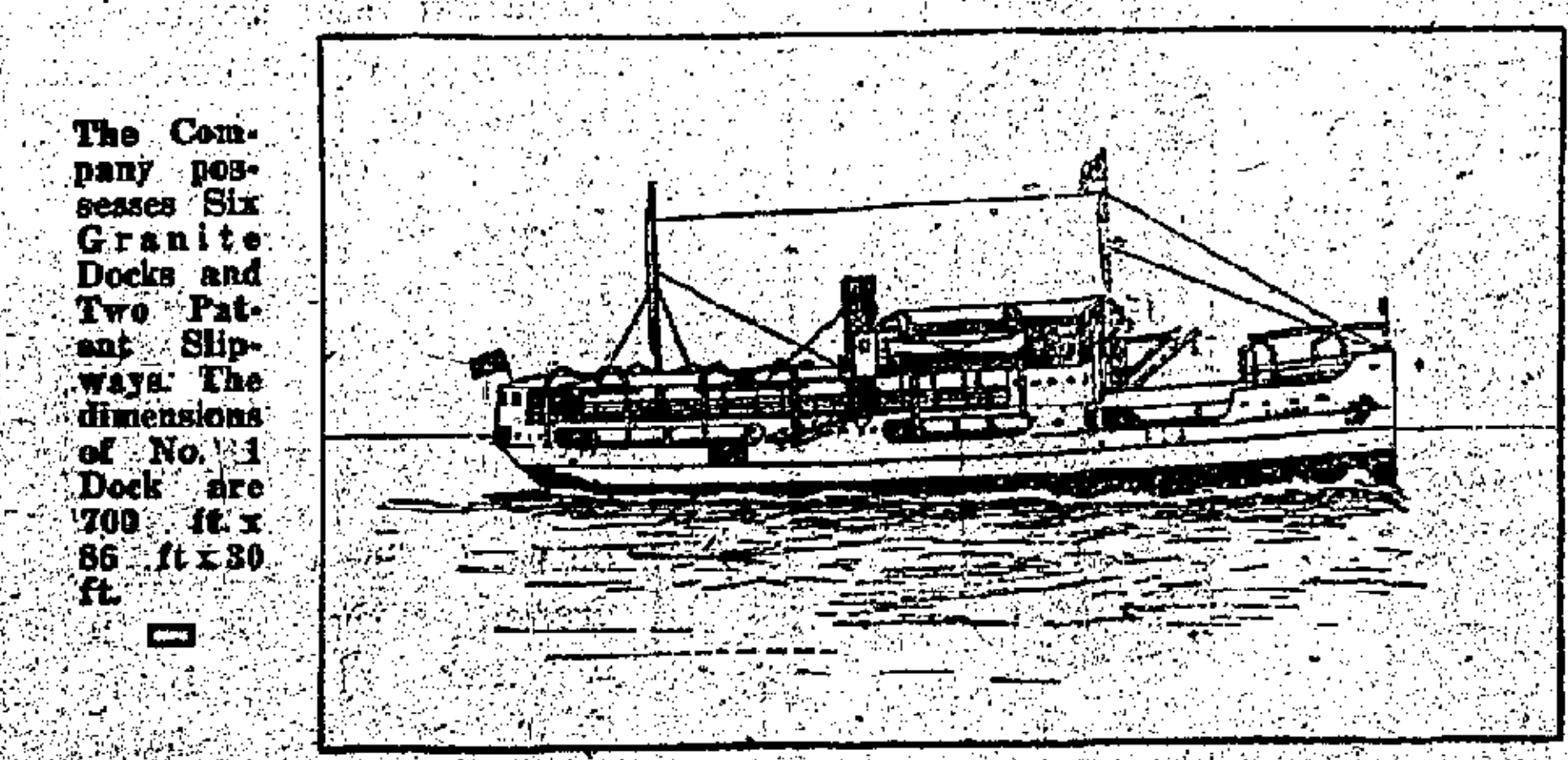
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Hong Kong, Thursday, June 20, 1929.

RELATIONS WITH AMERICA

Since the Labour Government entered into its second lease of precarious power, there have been many more references to Anglo-American relations than there appear to have been during the whole five years of the Conservative Government's tenure of office. One is constrained to ask why such a state of affairs should have arisen so suddenly and so unexpectedly? There was nothing in the relations existing between Great Britain and the United States that in any way justified uneasiness. True, the Baldwin Administration did not see its way to accept the naval limitation views proposed by the Coolidge Administration. But neither did other nations. In fact, the French Government thought so little of them that they declined to participate in the Geneva Conference at which they were discussed. Italy and Japan, though they, with the British, participated, did not appear to be much more favourably impressed. The fact is that if there has been anything in the nature of strained relations, it must have been because of the feeling of irritation and disappointment engendered by the payment of War Debts. And that feeling, it is certain, was much more evident on the Continent of Europe generally than in Great Britain. There was, of course, the misunderstanding as to a so-called Franco-British "secret pact," but that was satisfactorily explained, though perhaps Washington

officials may even yet be unconvinced.

It is therefore surprising to find the subject of British-American relations brought forward so prominently now that the Labour Government is in power. Mr. Ramsay MacDonald says that he made it clear before and during the election that he would "put our relations with the United States in the forefront in national concerns" and "we will not" (he added) "let the grass grow under our feet thereabout." The whole affair is rather a mystery, and we should not be surprised if it rouses the defeated Conservative Party to a zeal, when Parliament meets, that might otherwise not have been manifested. Evidently the Labour Government intends to make the most of this dangerous croquet, and it will be surprising if ultimately it does not make the little irritation that possibly was present much more serious. However, Mr. MacDonald intends to visit Washington—(Heaven alone knows why!) and, in announcing his intention, modestly observes that he believes his visit will do "a tremendous amount of good."

So far as the Americans are concerned, they evidently believe that the whole affair refers exclusively to naval limitation and a desire to further world peace. It is to be hoped that they are right, and that nothing more vital will be discussed by the Premier in Washington or elsewhere. It is certain that should he raise the question of a reconsideration of the war debts' payment even he will speedily be made to realise that he is doing a tremendous amount of harm. The statement recently made by Mr. Snowden (now Chancellor of the Exchequer in the Labour Government) lends colour to this fear.

We must hope for the best, and at its worst there is still the combined majority of the Conservatives and Liberals to keep the Labourites in check should they stupidly go blundering over this so-called British-American amity question.

Evidently, President Hoover and his colleagues appear to believe that the time is singularly opportune for further discussion of the so-called disarmament question and already General Dawes, the recently appointed American Ambassador, has been airing his views on the subject. The Americans, being invariable sentimentalists on all matters save money, also appear to regard a little though perhaps Washington

worthy only of a maudlin curiosity. They doubtless believe that the views on naval limitation held by them—and probably suitable to them—should be held by others, Great Britain included. But the real back-bone of Britain and of the British Empire are, thank Heaven, not quite so simple as are apparently both the Americans and the British Labour Party, and consequently our "cousins across the pond" will find that to impress such views upon us is not quite so easy a matter as they would like it to be. Meanwhile, they have in Mr. MacDonald rather an easy politician to deal with on this particular subject and no doubt they will discuss it to their hearts' content at the proposed conference. We must not predict; but it is safe to say that by this time next year (or the year after) we shall be as near to worldwide peace as we are to-day, in spite of all that may be said by the Labour Party leader or the utopian visionaries of Washington.

The revenue derived from the registration of trade marks in 1928, namely approximately \$10,000, was about up to the average.

A revolver which had been found unclaimed in a pump house at the rear of No. 227, Nathan-road, was ordered to be confiscated by the Kowloon Magistrate.

Arrested on a motor-bus with a quantity of dynamite and detonators in his possession, a Chinese fisherman was yesterday at the Kowloon Magistracy fined \$5.

The body of an unknown Chinese woman, aged about 31 years, was removed to the Kowloon mortuary yesterday from Tai-po, where it was found hanging by the neck on a tree opposite the Land Office.

Last evening a Chinese accidentally fell overboard from the s.s. "Man Lee" in the central fairway. But for the prompt action of one of the seamen of the launch, he might have been drowned. He was taken to the Police Station, but refused to go to hospital.

The theft of a magnet and leads, valued at \$31, is reported to the Police by Mr. J. W. Gefford, of the electrical department of the Royal Naval Dockyard. Mr. Gefford states that some person entered his garage at Tai Wan, and stole the magnet from his motor-car.

A ticket inspector, employed by the Mongkok Ferry Co., alleges in a report to the Police that a ticket seller, Chan Ping-shun, 20 years of age, of Sun-On-Chinese-Territory, absconded yesterday with \$127.70, which he had collected on behalf of the ferry company.

A house boy, employed at No. 73, Nathan-road, was yesterday removed to the Kowloon Hospital suffering from a bite from a dog on his right leg. The dog, which is owned by On Lee and Company, compradors, of No. 23, Nathan-road, was sent to Ma-tau-kok for observation.

Before Mr. T. S. Whyte-Smith yesterday, a Chinese was charged with complicity in an attempted armed highway robbery, and with maliciously causing injury to a Sanitary cooler. A revolver was fired and the man was wounded in the neck. He was in the Kwong Wah Hospital for 17 days. The case was adjourned.

Mr. E. W. Hamilton yesterday passed sentence of six months' hard labour on a Chinese who was charged with the unlawful possession of seditious literature. The accused was arrested by a Chinese Revenue Officer on the Fraga, on May 27, three days before the anniversary of the Shanghai Affair.

At the Kowloon Magistracy, a Chinese was charged with carrying on an offensive trade without a licence, by selling cotton waste and remnants of singlets made at the knitting factories. Mr. J. M. Remedios, who appeared for the defence, produced some of the material which he claimed was clean, and he would leave the Court to say whether it came within the meaning of the Ordinance. The case was adjourned.

A feature of the year 1928, says the annual report of the Registrar of Trade Marks, was the large proportion of applications for registration of trade marks by German firms, these amounting to no less than 109 out of a total of 497 of all nationalities, or 21.93 per cent. as against a percentage of 16.90 per cent. for 1927. This would appear to indicate a further revival or contemplated revival of German trade in the Far East.

MR. H. E. WODEHOUSE DEATH OF FORMER OFFICIAL IN HONG KONG

SON IN COLONY

Mr. Henry Ernest Wodehouse, C.M.G., who died at Home on May 27, at the age of 83, was for many years in the Hong Kong Civil Service and was Hon. Secretary and Special Commissioner for Hong Kong at the Colonial and Indian Exhibition in 1885.

He retired from the Hong Kong service on August 6, 1898, when holding the post of a police magistrate, and was in receipt of a pension of \$4,420.

His son, Mr. Philip Peveril John Wodehouse, C.I.E., is Deputy Superintendent of Police, Hong Kong, with whom much sympathy will be extended.

DR. R. E. BELILIOS

PASSES AWAY IN
SHANGHAI

WELL-KNOWN IN HONG KONG

A Reuter telegram from Shanghai, of yesterday's date, announces the death of Dr. R. E. Belilios, who, some fifteen years ago, was a well-known practitioner in Hong Kong.

In Shanghai he established himself as an oculist and enjoyed a large practice.

It appears that he was operated on recently for appendicitis. Complications set in and he died early yesterday morning.

The sad news will be felt by many of the older residents of Hong Kong.

Dr. Belilios took his degrees in Edinburgh and while in the Colony was a member of the Hong Kong Club. In Shanghai he was associated with the Shanghai Race Club and the Cercle Sportif Français. Dr. Belilios was probably about 55 years of age.

NAVAL FUNERAL

DEATH OF A SICK BERTH
ATTENDANT

M. C. ENGLAND

The death occurred in the Naval Hospital yesterday of Mr. Maurice Courtiour England, Sick Berth Attendant attached to H.M.S. "Tamar". The deceased, who was 24 years of age, died of meningitis. On the eve of his departure for Home he complained of sickness and was at once removed to the Naval Hospital.

The funeral, with full Naval honours, took place yesterday afternoon, the Rev. G. H. Hewitt, officiated at the graveside.

Among the floral tributes were the following:—

From Commodore R. A. S. Hill; Ships Company, H.M.S. "Tamar"; Surgeon Captain W. W. Kier, R.N. Hospital; Medical Officers, R.N. Hospital; Office Staff, R.N. Hospital; Medical Officer, H.M. Dockyard, and L.S.B.A. Atkinson, H.M. Dockyard; Chinese Staff, R.N. Hospital.
Superintendent Sister and Sisters, R.N. Hospital; Patients of Wards 3, 4 and 6; Warrant Wardmaster and Mrs. Oliver, Mr. and Mrs. Sime, Mr. and Mrs. Hunt, Phil and Doris, Mr. and Mrs. Medina and Pat.

BANKER'S SUICIDE

CHANCE DISCOVERY OF BODY
IN UNDERGROWTH

London, May 29.

The body of the missing banker, Mr. John Edward Mounsey, of Leves, Sussex, was found lying in thick undergrowth at a farm near Merstham, Surrey. It was discovered accidentally by a farm worker, Frederick Arnold, who was cutting firewood in a very long spot three-quarters of a mile from Redhill station. An attaché case, umbrella and newspaper were found beside the body.

It is estimated that the banker died several days before. A scrap of notepaper found near Mr. Mounsey's body bore the words:—

"Something snapped in my brain. Love to all at Glydebourne, John."

The Verdict

"Suicide whilst of unsound mind" is the verdict that has been returned at the inquest at Blethingley over the death of the banker, Mr. Mounsey. There were no startling revelations.

His solicitor declared that his finances were very satisfactory. (Mr. Mounsey (50), a Director of Barclays Bank (Dominion, Colonial and Overseas), the British Bank of South America, etc., disappeared on May 22. Prior to leaving Leves, where his country home was situated, Mr. Mounsey purchased a pistol.)

The patent registration was very small in 1928, reports the Registrar of Letters Patent. Under the new Ordinance of 1925, only re-registration of letters patent already granted in the United Kingdom is carried out here; no new patents being issued locally. This has resulted in a considerable diminution of revenue from this source, as compared with that derived under the old Ordinance.

CANTON'S POLICY

ANOTHER SPEECH BY GEN.
CHAN MING-SHU

THE ANTI-FENG CAMPAIGN

At the official banquet held on the evening of June 12 at the Government Office, in honour of the return of the victorious 4th Squadron of the Chinese Navy and the arrival of Mr. T. V. Soong, Finance Minister, H.E. General Chan Ming-shu, Chairman of the Kwangtung Provincial Government, made an eloquent address, the important points of which are as follows:—

Having referred in glowing terms of praise to the services rendered by the Land, Naval and Air Forces of Kwangtung Province, a task which he described as epoch-making, the Chairman expressed his surprise to find Mr. Soong having the leisure to come down from Nanking at a time when the anti-Feng campaign should require his presence in the capital to attend to the financial side of the expedition. His anxiety was, however, allayed by an explanation from the Finance Minister himself that the Central Government had been, as far back as six months ago, setting aside a fund that might be needed for the campaign against Feng; that according to calculation it would take only three months to subdue Feng's armies; and that even were the campaign to last twice as long, there would be no ground for worry.

Feudalism Must Go
General Chan went on to explain that even if Feng's ambitions were to come to grief and there should be no other military disturbance the peace of the country, China could not be said to have achieved unity, unless feudalistic ideas were banished by the militarists. He repeatedly advised the Kwangsi clique on this subject, but as they were a group of ignorant bigots, he could not make them understand his viewpoint. The trouble with the Kwangsi men was not one of morality but one of intelligence.

Real and False Unity.

The success of the Northern Expedition should have brought about the unification of the country; but the rebellious actions of the Kwangsi and of Feng Yu-shan prove that the country has not been unified. If a false kind of unity were wanted, then the Revolution would become meaningless; the thousands and thousands of lives would have been wasted for no purpose and a vast quantity of wealth spent in vain. It has to be borne in mind that the practice of expanding one's influence is a vicious one, and even if a militarist should succeed in controlling five or six provinces, there would be only one fate awaiting him, namely, his ultimate downfall. The only result from such a state of things would be to affect disadvantageously the international status of the country and to heap untold sufferings upon the people. "If we are looking for real unity, military power must be handed back to the Central Government, and the financial resources of the nation must be unified. Not until this is brought about, then and only then can it be said that the first stage of the Revolution has been accomplished," said General Chan.

No Compromise

General Chan concluded his address by saying that both he himself and General Chan Chai-long had banished all feudalistic ideas, for the eradication of which Kwangtung the birthplace of the Revolutionary movement, must set an example. He expressed the hope that Mr. Soong would carry back a message from him to the Central authorities in the following words:—"The Central Government should give no quarter to the rebels. There should be no more compromises, even at the risk of open rebellion, or else China will never overcome her troubles."—Canton News Agency.

FIRE SERVICES

C.S.P. AND AMBULANCE
BRIGADE

The following letter was received by Mr. E. Ralphs, Assistant Commissioner of the St. John Ambulance Brigade, from the Captain Superintendent of Police (the Hon. Mr. T. H. King), thanking the members of the Brigade for the good work rendered at the Cochrane-street fire:—
"On the night of Saturday, June 15, a fire occurred in Cochrane-street, Central District, which threatened, at one time, to assume serious proportions. Several members of your Brigade were present on the scene, and gave valuable assistance in hauling hoses and carrying messages. On behalf of the Fire Brigade, I beg to thank those members, through you, for their helpful co-operation."

WOMEN'S HOSTEL

FURTHER DONATIONS FOR
BUILDING FUND

The following further donations have been received towards the building fund of the University Women's Hostel:
Already acknowledged ... \$10,125.41
The Joint Hon. Treasurers of the Organising Committee of the University Women's Hostel beg to acknowledge the following further donations:
Received from Canon Warren's Charitable Bequest per the Rt. Rev. Bishop of Victoria ... 500.00
Per Mrs. L. K. D. Wingfield Digby ... 495.00
Per Miss B. Chan ... 188.00
Miss Bascombe ... 100.00
Mrs. Oswald Hunt ... 20.00
Per Miss Middleton Smith ... 15.00
\$11,423.41

One case of diphtheria and three cases of enteric fever were notified yesterday. Two out of the three cases of enteric were Japanese.

GOVERNMENT REPLY

(Continued from page 1.)

erected at Western-street, and Sutherland-street, and came into operation on March 21. The other two were erected at Western Market and Gilman-street, and came into operation on April 9 and 14 respectively. The total quantity delivered to these four tanks to date from the Laicukok water boat dock is 22,631 million gallons, or an average of 0.257 million gallons a day. For the past few weeks the daily delivery has been over 330,000 gallons a day.

Two other steel tanks were purchased locally and have been erected at Douglas wharf and Centre-street. The former is supplied by the Douglas Co. steamers when in port and also by H.M.S. "Cherub" from time to time.

The remainder of the tanks (15) are of brick and reinforced concrete construction, nine having been built by the Tung Wah Hospital authorities and the last six erected by Government on the new Praya East reclamation. The following is a list of the various tanks showing their positions and capacity, totalling over 1,000,000 gallons. The additional tanks will be available for intermittent sources of supply from steamers bringing water from outports and for the supplies from Wang Man and Tsun Wan.

(a) Steel Tanks: erected by the Water Works Office, total number six—

- (1) at Western-street.
- (2) at Sutherland-street.
- (3) at Western Market.
- (4) at Gilman-street.
- (5) at Douglas-street.
- (6) at Centre-street.

Total capacity: 754 tons.

(b) Brick Tanks: erected by the Tung Wah Hospital authorities, total number nine—

- (1) at Davis-street (for launches only) 138 tons.
- (2) at Sands-street junction Connaught-road 381 tons.
- (3) at Hill-road junction Connaught-road 315 tons.
- (4) at Water-street 339 tons.
- (5) at Eastern-street 339 tons.
- (6) at Queen-street 332 tons.
- (7) at Cleverly-street 337 tons.
- (8) at Harbour Office 337 tons.
- (9) at Pottinger street 337 tons.

Total capacity 2747 tons.

(c) Brick and Reinforced Concrete Tanks:—

- On Praya East—Six:—(1) 146 tons, (2) 125 tons, (3) 251 tons, (4) 125 tons, (5) 251 tons, (6) 141 tons.
- Total capacity 1,042 tons.

(d) Summary of above capacities:—

- Steel Tanks 754 tons
Brick Tanks 2974 tons
Brick and Reinforced Concrete Tanks 1,042 tons

Total capacity of all tanks 4,543 tons, or approximately 1,000,000 gallons.

The quantity of water delivered into tanks on the Praya from ships calling at Hong Kong between 10 and 17 (both days inclusive) was 836,640 gallons, or 3,735 tons, this water coming from Japan, Shanghai, Foochow and Wang Mun.

We are much indebted to the local shipping companies for their kind assistance and active co-operation in securing this continuous transport of water from the outports. Messrs. Jardine, Matheson and Co. Ltd., again came to our assistance by placing the services of Mr. Robert Sutherland at the disposal of Government during his recent visit to Shanghai.

Arrangements were made early in the year with Messrs. Butterfield and Swire to obtain a supply from the Taihook Refinery for delivery to the city mains in the Whitefield area. A 5" connecting pipe line, 750 ft. in length, was laid and water was obtained from the Refinery on February 1. Up to date a total of 21,355 million gallons has been obtained from this source, equal to an average daily quantity of 167,000 gallons. At present the Refinery has restricted the supply to Government to 100,000 gallons a day.

This firm have kindly furnished Government with a statement of the water in their reservoirs and have expressed their willingness to assist in any way possible.

A pump was fixed in the Shing Mun Valley in April to deliver additional water from the river below the Intake into the temporary conduit. This pump has delivered approximately 30,000 gallons a day since May 1. Another pump is in course of erection, capable of delivering up to 1/2 million gallons a day whenever that amount is available.

A channel (length 1,200 ft.), an 8" pipe line (length 600 ft.) and a pier (length 870 ft.) have been constructed at the stream 1/2 mile west of Teun Wan village. This work was commenced on June 1 and completed on June 9, when water boats commenced transporting water to Hong Kong. The dry weather flow of the stream is approximately 500,000 gallons a day, but to obtain this amount a certain quantity has to be pumped from the stream to the channel. Arrangements have been made with Messrs. Williamson & Co. to supply a pumping unit for this purpose and it is hoped to have

this in operation in a few days. Since June 9 an average of 270,000 gallons a day has been obtained from this source and this will be increased within the next few days.

Another similar pumping unit has been fixed in the Laichikok stream below the Kowloon filter beds to pump up the contents of the stream to the filter beds. A minimum yield of 75,000 gallons a day is anticipated.

An 8" pipe line 1,600 ft. in length has been laid to divert the lower Shekpiu stream into the Kowloon filter beds and a dry weather flow of 40,000 gallons a day is meanwhile being obtained.

The supply from Sham Tseng source is not yet in operation owing to the necessary pipes having to be obtained from outside the Colony. Other sources have been investigated at Tai Shui Hang, giving approximately 32,000 gallons a day, and at Yu Ho at Tai O, giving approximately 87,000 gallons a day, but these supplies will not be taken up at present as it is not advisable to divert lighters for this work owing to the small quantity available and the difficulties of approach.

The construction of a temporary dry weather flow channel about 3,500 ft. in length from the Tiamuk Bay stream to Tiamuk reservoir has commenced and it is hoped to complete it by the end of July. This work will be later superseded by the permanent "Dragon's Back" Catchwater. Meantime it is hoped to gain at least 50 million gallons from August to March 1930, and as it is most unlikely that Tiamuk will overflow this summer, this additional storage will be most welcome.

History of Restrictions Since the possibility of a water shortage was foreseen last autumn, the following restrictions have been imposed:—

Sept. 10, 1928: Full supply to all districts ceased.

Sept. 11 to Oct. 31: Rider Main districts restricted to 2 hours per day supply.

November 1 to April 30, 1929: All Rider Mains disconnected and a constant supply by street fountains given in Rider Main Areas. (Full supply for 3 days at Chinese New Year).

March 25 to April 30: Night pressures reduced through City.

April 15th: Shipping companies advised to obtain supplies elsewhere.

May 1 to May 27: Principal mains open daily from 6 a.m.—6 p.m. only.

May 28 to June 17: Principal mains open daily from 6—10 a.m. and 3—6 p.m. only.

June 5: Contractors' building supplies disconnected.

June 18: Hours of supply advertised to be 6—9 a.m. and 3—6 p.m. only. Peak 4 hours daily.

"Unlimited Supply"

Regulations under the Emergency Regulations Ordinance have been made by the Governor-in-Council, empowering the Director of Public Works to take over water boats, lighters and other vessels to be used for conveying or storing water, and any source of water supply, with the reservoirs, piers, and other work in connection therewith.

The Railway Department have been instructed by Government to make 20 trucks suitable for the transport of water from points along the railway.

As the Wang Mun source affords the nearest unlimited supply it has been decided to concentrate upon this source, and the necessary arrangements for the transport of approximately 3,000,000 gallons a day are being made. Some 67 lighters of approximately 200 tons capacity each, and about 250 towing craft, will be required. The Shipping Sub-Committee is making a census of all suitable craft, but orders have not yet been placed except in the case of 18 lighters which are now being adapted. Of these, eight 100-ton lighters have already been made available.

The Government Bacteriologist has reported on samples of water from Wang Mun, and the results are considered satisfactory, the water being rendered suitable for potable purposes by slight chlorination.

The permission of the Chinese Provincial Authorities and the Commissioner of the Chinese Maritime Customs has been sought for taking the water requirements of the Colony from this source.

The estimated cost of this scheme is approximately \$200,000 a month, apart from the initial cost of adapting lighters for the carriage of water.

At present H.M.S. "Cherub" continues to do very useful duty in transporting water from Wang Mun, and the s.s. "Fukwang," a light tanker of 1,400 tons capacity, has been chartered for this service from the Asiatic Petroleum Co. with a draught capable of negotiating the Wang Mun bar at all states of the tide.

Not the Dockyard

The proposal to use the Royal Naval dry dock for storage has again received careful consideration. Apart from the serious difficulty of overcoming contamination of the fresh water by sewage this question is dependent upon the use of tankers, which alone would involve an expenditure of approximately \$500,000 a month for a supply of 2 1/4 million gallons a day (not including the cost of water at Shanghai). The estimated expenditure in connection with the Wang Mun scheme is \$200,000 a month, for a supply of 3,000,000 gallons a day, and it is hoped that this will prove to be a conservative estimate.

The tankers would also require storage units of much larger capacity than the existing tanks, and would involve additional pipe lines and pumping ashore—thus further increasing the cost of this source of supply.

The alternative proposals of pumping from tankers into the Elliot filter beds or to the Tiamuk pumping station have been carefully examined, and the Tiamuk scheme is proving to be the more feasible proposition.

The Waterworks Department are preparing the scheme for laying the necessary pipes connecting the pumping station with the pier which it will be necessary to build to carry the pipe out to the tanker lying off in deep water. This pier will be erected by the Port Development Office.

By this scheme it will be possible to connect the tankers with the pumps at the Tiamuk pumping station, which will deliver the water direct into the tunnel intake, whence it will flow through the Bowen-road conduit into the Eastern, Albany and Elliot filter beds as required. It may be possible to arrange for tankers to convey water to Hong Kong occasionally on their way through the Colony without incurring the greater cost of hiring them entirely for the transport of water; but in any case arrangements such as are now proposed must be made to take delivery of such consignments as are carried by tankers with a storage capacity of about 10,000 tons.

On June 18, by kind permission of the Commodore, rain-making experiments were undertaken by the Royal Air Force. Seven flights were made from the Kai Tak Aerodrome, by planes each carrying 1 cwt. of powdered kacin which was dispersed into clouds considered to be so located as to produce the best results over the catchment area of the Hong Kong and Kowloon reservoirs. Unfortunately no appreciable results were obtained.

Supplies from wells and nullahs are being made available in consultation with the Hon. Director of Medical and Sanitary Services. Particulars of wells opened have already been published. The following is a list of the nullahs from which supplies have been made available to the public:—

Star-street.
Victoria Nullah at Queen's-road East.
Albany Nullah—Boundary-path, Lower Tram Station.

Wyndham-street—Wellington-street (from Glenelly Nullah).
No. 12 Bridge Nullah, Shaokwan, Main Nullah.

No. 12 Bridge Nullah, Shaokwan, West Branch.
F.W.D. Annex (from Albany Nullah).

Tai Hang Village.
Cadogan-street.
Beach-street.

Storm Water Drain springs, Recreation Ground, Happy Valley.
Albany Nullah at Queen's-road East.
Albany Nullah at Kennedy-road.
Albany Nullah at Macdonnell-road.
Dundell-street.

Seth's Corner.
Whitfield.
Matheson-street.
Yee Wo-street.

Pennington-street.
Pokfulam-road-Shekongtsui Nullah.
Hing Hon-road.
Bonham-road-Western-street.

At all wells and nullahs notices, in English and Chinese, have been posted warning the public that the water must be boiled if used for potable purposes.

PERMANENT MEASURES

Question: What plans have the Government for preventing the recurrence of the present shortage of water?

Reply: The following permanent measures are being taken to increase the supply:—

1.—The Aberdeen Valley scheme, estimated to maintain a daily supply of 2,12 million gallons during the driest known period.

It is hoped to call for tenders within two months for the construction of the dam and a short length of catchwater. The necessary pipes and pumps have been ordered from Home, and water from this source should be available by the spring of 1931.

2.—The cross harbour pipe line which has now received the approval of the Consulting Engineers is likely to be available in time for the spring rains of 1930 and will be capable of delivering up to 4 million gallons a day to the island.

3.—The Dragon's Back and Mt. Pottinger Catchwaters have been investigated and preliminary drawings prepared. The minimum yield from the stream intercepted by these catchwaters is estimated at 1 1/2 million gallons a day. Construction work can be commenced next year if sufficient staff is available.

4.—The contract for the construction of the Byewash Dam has been signed and notice to commence the work given. It should be possible to impound a certain amount of water in the reservoir in about 14 months time. The total storage will be 1 1/2 million gallons approximately.

5.—The Shekpiu service reservoir now under construction will add 10

million gallons to storage. It will be finished within a year.

6.—Investigation of the further sections of the Shing Mun Valley scheme is proceeding. The Gorge Dam at Pineapple Pass appears to be feasible and preliminary investigations at Gin Drinkers' Bay, where there is a very large basin capable of impounding fully 2,000 million gallons, have turned out well.

Considerable preliminary work is, however, necessary before works of this magnitude can be commenced. These and other possible sources of supply have been dealt with fully in Sessional Paper No. 4 of 1928.

LAST YEAR'S RAIN

Over 13 Inches Recorded in June

In his report for 1928, issued to-day, the Director of the Royal Observatory states:—

The principal features of the weather in 1928 were:—

(a) Absence of typhoons.
(b) Serious shortage of rain from the middle of July to the end of the year.

(c) Temperature above normal in January, July and December.
The temperature of the air was moderately above normal in January and July and considerably above in December. It was moderately below in June and October.

The mean of the daily maximum temperatures in July was 88.5 deg.; the highest on record, except in 1889 when it was 88.7 deg. The mean temperature for the month, 83.5 deg., was also the highest on record, except in 1889 when it was 83.6 deg. The mean of the daily minimum temperatures, 79.9 deg., was the same as the previous highest on record, which also occurred in 1889.

The mean temperature for the year was 72.4 deg. as against 71.4 deg. in 1927 and 71.8 deg. for the past 45 years. The highest temperature was 92.6 deg. on July 30 as against 93.1 deg. in 1927 and 97.0 deg. for the past 45 years. The lowest temperature was 45.0 deg. on February 1, as against 45.9 deg. in 1927 and 32.0 deg. for the past 45 years.

The rainfall was considerably above normal in May, very considerably below in July and considerably below in September.

From October 19 to the end of the year only 0.880-inch fell; 0.585 inch of which fell on November 13-14. The total for the year was 71.165 ins., as against 107.865 ins. in 1927 and 85.725 ins. for the past 45 years. The greatest fall in one civil day was 4.100 ins. on May 29 as against 7.255 ins. in 1927. The greatest fall in one hour was 1.700 inch between 12 1/2 and 1 1/2 p.m. on June 1, as against 2.100 ins. in 1927.

The relative humidity was considerably above normal in January and moderately above in February, March and December.

The mean relative humidity for the year was 79 per cent. as against 78 per cent. in 1927 and 77 per cent. for the past 45 years. It frequently exceeded 95 per cent. and the lowest for the year was 25 per cent. on November 21 as against 24 per cent. in 1927 and 4 per cent. for the past 45 years.

Rainfall at Four Stations

In the following table the monthly rainfall for the year 1928 at the Observatory is compared with the fall at the Police Station, Tai Po; the Botanical Gardens; and the Matilda Hospital, Mount Kellet:—

NEW ADVERTISEMENTS.

FOR SALE.

FOR SALE.—Buick Car 1927 Model. Very good condition. Apply Box No. 608, c/o "China Mail."

NOTICE.

HONG KONG & KOWLOON WATER SUPPLIES

OCCUPANTS OF PROPERTIES having tanks for storing Government Main water are earnestly requested to refrain from drawing water from taps except during the official hours of supply.

HAROLD T. CREAMY, Water Authority, Public Works Department, Hong Kong, 19th June, 1929.

Month	Observatory (Kowloon)	Police Station (Tai Po)
	Inches	Inches
January	1.880	1.12
February	3.570	2.13
March	5.485	3.20
April	4.165	4.81
May	18.410	13.61
June	15.130	16.91
July	4.780	3.71
August	12.910	8.63
September	3.315	3.50
October	0.435	0.00
November	0.815	3.94
December	0.020	0.00
Total	71.155	61.83
Month	Botanical Gardens (Hong Kong)	Matilda Hospital (Hong Kong)
	Inches	Inches
January	2.17	1.25
February	3.37	4.05
March	5.37	5.52
April	6.68	7.88
May	19.13	16.72
June	13.61	10.80
July	3.37	1.95
August	17.95	11.45
September	6.34	7.50
October	0.33	0.48
November	0.94	0.74
December	0.02	0.00
Total	80.83	68.34

Little or no damage was caused by floods during the year 1928.

Typhoons
The tracks of 21 typhoons and 10 of the principal depressions in the Far East in 1928 are given in the monthly Meteorological Bulletin for December.

No typhoon passed near Hong Kong in 1928, the greatest wind (gust) velocity during the year being at the rate of 76 m.p.h. from E. by N. at 23h. 20m. on July 14, when a typhoon, which had been approaching Hong Kong, curved to westward and passed about 100 miles South of the Observatory.

Notice to Occupants
The Water Authority has issued the following notice to property owners in Hong Kong and Kowloon:—

Occupants of properties having tanks for storing Government main water are earnestly requested to refrain from drawing water from taps except during official hours of supply.

It is hoped that this notice will have the desired effect, otherwise steps will be taken to disconnect all such storage tanks from the city mains and compel the occupants to obtain their water in the same way as other people.

REPULSE BAY HOTEL.

DINNER DANCES

Commencing on MONDAY next the 24th June, 1929, DINNER DANCES will be held on the following evenings each week until further notice—

MONDAY.

TUESDAY.

THURSDAY.

SATURDAY.

Every Sunday, Tea Dance 4.30 to 6.30.

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HENRY CLAY:

- Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 "
Londres Finos 25's 7.75 "
Bouquet de Salon 25's 6.25 "

LA CORONA:

- Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 "
Celestiales Chicos 25's 10.75 "

EL AGUILLA DE ORO "BOCK Y CA":

- Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 "

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HAWAII

He spends his vacation in America's Enchanted Island
Playground because in Hawaii he can find the golden
combination of old-time native customs and modern
comforts; and he knows that cool trade winds bring
eternal Spring to the Paradise Isles. May and June
are the gorgeous months with flowering trees gone
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Stay there long enough to enjoy the spell of
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NEXT SIX YEARS

PHASE OF EDUCATIVE ERA
IN CHINA

KUOMINTANG MANIFESTO

Nanking, Yesterday.

At the conclusion of the second
plenary session of the Central Executive
Committee of the Kuomintang
yesterday, a lengthy manifesto was
issued outlining the "educative period,"
programme during the "educative period,"
which the conference decided,
should last six years, terminating in
1935. The manifesto stresses that the
nation must be thoroughly trained in
the exercise of political power so that
the revolution may be really ended and
the foundations of the Republic solidly
laid.Stating that the unification of China
has now been completed and the State
burial of Dr. Sun Yat-sen held, the
manifesto goes on to say that the con-
ference opened with the intention of
concentrating on the purely construc-
tive problems confronting the nation in
order to decide upon the policy of the
Party and the Government, which must
be one which can be fully realised and
fulfilled.

Future Programmes

After a thorough analysis, a number
of resolutions were adopted, the most
important pertaining to (1) the pro-
gress of the Kuomintang; (2) limita-
tion of the length of the "educative"
period; (3) popular organisations; (4)
promotion of local self-government;
(5) the proper exercise of the func-
tions of the Government and (6) the
organisation and completion of the five
boards (Boards) established by organic
law.Policies were laid down for foreign
affairs, military affairs, finance, com-
munications, education, home affairs,
agriculture, mining, commerce and
similar economic questions, also conser-
vancy work, the suppression of bandi-
try, the suppression of opium, the or-
ganisation of Tibetan and Mongolian
affairs in future programmes.

Revolutionary Spirit

Thus, the conference hopes to make
the educative period one of actual ac-
complishments and reconstruction,
making the Party in a real sense the
leaders of the country.Firmly believing that all the Party
members and the people throughout
the country who realise the present
conditions and the need for positive ac-
complishments will use their utmost
exertions in supporting and helping to
carry out the programme, the conference
then points out that it is urgently
necessary that the Party should con-
tinue to show its revolutionary spirit
and remove all vestiges of the old re-
gime which encourage counter-revolu-
tionary activities and place obstacles in
the way of unification and reconstruction.The manifesto points out that an-
other consideration is the attainment
of the status of equality and complete
freedom in the family of nations, stat-
ing that as long as its political sov-
erignty is impaired China is unable to
exercise the fullest freedom in con-
structive work.

"Unequal Treaties"

The abolition of unequal treaties
must therefore be an integral part of
our revolutionary endeavour. We
should proceed with determination,
using practicable methods.The training of the people in the
exercise of the "five powers" and the
establishing of local self-government
are important items during the "educa-
tive" stage. Without the latter it will
be difficult for the Party and the
Government to establish complete po-
litical democracy. The conference im-
presses upon all Party members that
the promotion of self-government is
the most important part of their duty.

Constitutional Powers

In laying down that the "educative
period" shall terminate in 1935, the
conference says that perhaps six years
is much too short but during that time
the whole nation realises that the one aim
of the present revolution is the satisfac-
tory completion of the educative period
so that constitutional powers may
ultimately be delegated to the people.The conference, therefore, stresses
the necessity of the fullest co-operation
between the Party and the nation.In conclusion, the conference feels
that the Party should not fear the mili-
tarists, nor counter-revolutionary ac-
tivities, nor even the dangers of feudal-
ism. The greatest danger is if the
nation shows inertia and moral lassitu-
de.

Loyalty & Courage

"It is only when Party members and
the whole nation co-operate to the
fullest in pushing forward with the
guidance of Party principles and show
willingness to sacrifice in a firm deter-
mination to complete the educative
period in an orderly manner that we
shall be able to remove the sufferings
of the people and establish the nation
on a solid foundation."It is our hope that we shall be loyal
and courageous and present a united
front in the attainment of our declared
aims," says the conference.—Reuters

AIR DISASTER

VERDICT AT INQUEST ON
VICTIMS

LINER AIRWORTHY

Lynd, Kent, Yesterday.

At the inquest on the "City of
Ottawa" victims, a verdict was
reached of the deaths having been
caused by drawing away to the
accidental fall of the machine
into the Channel.The Coroner, coronated the
plot and mechanic, and said he
was satisfied that the aeroplane
was airworthy when it was start-
ed at Grimsby, Kent.An inquest was held shortly
by Judge of the A. Ministry.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—

Bank wire 1/11 1/2

Bank on demand 1/11 3/16

Bank 30 days' sight

Bank 4 months' sight 1/11 1/2

Credits, 4 months' sight

Documentary 4 months' sight

On Paris—

On demand 119 1/2

Credits, 4 months' sight

On Berlin—

On demand 127 1/2

On New York—

On demand 46%

Credits, 60 days' sight 48%

On Bombay—

Wire 129 1/2

On demand 129 1/2

On Calcutta—

Wire 129 1/2

On demand 129 1/2

On Singapore—

On demand 88 1/2

On Manila—

On demand 94

On Shanghai—

On demand 81

30 days' sight (private paper)

On Yokohama—

On demand 105 1/2

Gold Leaf, 100 fine

Sovereigns (Bank's buying rate) 10.00

Silver (per oz.) 24 7/16

Bar Silver in Hong Kong

Copper Cash Nominal

Chinese Copper Cents 6% Prem.

Rate of Native In-terest 7% p.a.

Chinese Sub. Coin 30 3/4 % dis.

Hong Kong Sub. Coin Par.

PROMISSORY NOTE.

(Continued from Page 1.)

Faishan firm from the defendants.

Dealing with the balance sheets

His Lordship said that he could not

say anything was proved which

should make him suspect that the

book produced had been fabricated

for the purposes of the action or

that the entries themselves and the

explanation given of them were dis-

honest.

A Meeting of Creditors

Cheung Cho-po also stated that he

received a notice calling a meeting

of creditors and signed by Ma Sau-

fung, admittedly a partner of Ma

Chung-yu in the defendant firm, and

by Ma Keng-ang and in the names of

two of the Torg who own the Ma Pak-

lung of Fatsan. In this notice the

signatories describe themselves as

"shareholders of the Ma Pak Lung"

and it is addressed to the Ma Pak Lung

firm. Cheung Cho-po said that he had

not the notice sent to him but that it

was in the same terms. At this

meeting, which was presided over by

Ma Sau-fung, Cheung Cho-po says

that the former said: "I will get money

from Hong Kong to pay you."

"It is most remarkable" (said His

Lordship) "that Cheung Cho-po gave

this evidence for the first time in the

witness box during cross-examination.

In view of the opinion I have formed

of Cheung Cho-po's truthfulness I have

no hesitation in disbelieving this belat-

ed allegation."

A Serious Doubt

In conclusion, His Lordship said:

"The result on my mind is to create

serious doubt as to the side to which

the weight of evidence makes the bal-

ance incline. If therefore becomes the

more necessary to consider on whom

the burden of proof rests in these pro-

ceedings. The plaintiffs allege the

existence of a partnership between the

defendant firm and the Ma Pak-leung

of Fatsan, and the onus is clearly on

the plaintiffs to establish this fact,

for, as has already been pointed out,

this is not in action for holding out.

Furthermore, it was part of the

plaintiffs' case that Ma Chung-yu was

endeavouring to oust the Ma Pak-

lung of Fatsan from the ownership of

the alleged branches of that firm

in Hong Kong and other places. If

this statement is correct it appears to

me that there should have been no dif-

ficulty in inducing members or per-

sons interested in the Ma Pak-leung of

Fatsan to come and give evidence, not

only in support of the plaintiffs' claim

but also with a view to the preserva-

tion or recovery of their rights in the

Hong Kong and other branches of the

firm which Ma Chung-yu was en-

deavouring to appropriate without any

shadow of a claim. No such witness

was forthcoming.

"On the whole I have come to the con-

clusion that the plaintiffs have not

made out their case and that there

must be judgment for the defendants

with costs."

The Order of the Court

On the application of Mr. C. G.

Alabaster, E.C., O.E.L. His Lordship

made an order for payment of

\$4,000 paid into Court by defendants

on April 23, 1929.

On Counsel for plaintiffs was Mr. F. C.

Jenkins (instructed by Messrs. Hastings,

Denney and Bowley), whilst defend-

ants were represented by Mr. C. G.

Alabaster, O.E.L., K.C. and Mr. Edson

Parker, K.C. (instructed by Messrs.

Alameda and Mackin).

T.T. on London 1/11 1/2

T.T. on Shanghai \$82 1/2

Banks

H.K. Bank \$1240 n

H.K. London Reg. \$132 1/2 n

Chartered Bank \$19 1/2 b

Mercantile A. & B. \$23 n

Mercantile C. \$15 1/4 n

P. & O. Bank \$9 1/4 n

Bank of East Asia \$90 1/2 n

Insurance

Canton Insurance \$640 s

Union Insurance \$323 1/2 b

North China Insurance \$160 b

Yangtze Insurance \$350 n

China Underwriters \$2.10 s

China Fire Insurance \$300 b

H.K. Fire Insurance \$775 n

Shipping

Douglases \$27 1/2 n

H.K. Steamboats \$25 1/2 s

H.K. Tugs & Lighters \$2.60 s

Indo-China (Pref.) \$45 b x d

Indo-China (Def.) \$70 n

Shell Transports (old) \$100/- n

Shell Transports (new) \$22 n

Union Water-ways \$22 n

Mining

Benguet \$3 n

Kallian Mining Adm. \$5/- n

Langkats (comb.) \$14 s

Langkats (single) \$7 1/2 s

Shanghai Explorations \$23 s

Shanghai Loans \$4 1/2 s

Rauba \$6 1/2 n

Tronoh Mines \$17 1/2 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$124 b

H.K. & W. Docks \$35 n

China Providents \$4.10 s

Hongkew's \$116 n

New Engineers \$7.85 b

Shanghai Docks \$133 1/2 b

Cotton Mills

Ewo Cottons \$12.35 b

Oriental Cottons \$2.20 b

Shanghai Cottons (old) \$7.00 b

Shanghai Cottons (new) \$7.33 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$3.60 s 8 1/2 sa

H.K. Lands \$62 s

Shanghai Lands \$142 1/2 b

Humphreys' Estates \$13 1/4 b

H.K. Realities \$7 1/2 b

H.K. Territorials \$7 1/2 b

Prince's Buildings \$7 1/2 b

Public Utilities

H.K. Tramways \$18.40 b

Peak Trams (old) \$1.80 b

Peak Trams (new) \$6.05 n

Star Ferries \$65 b-66 s

China Lights (comb.) \$13.90 s

China Lights (old) \$13.90 s

China Lights (new) \$13.90 s

China Lights 1928 issue \$13.90 s

H.K. Electrics (old) \$55 b 55 1/2 s

H.K. Electrics (new) \$55 b 55 1/2 s

Macao Electrics \$269 n

H.K. Telephones \$7 b

China Buses \$143 1/2 b

Singapore Tractions \$11/- n

Singapore Pref. \$19/- n

Sandakan Lts. \$2 1/2 s

Industrial

China Sugars \$80 cts. b

Malabon Sugars \$27 n

Canton Tees \$2 b

Cement (comb.) \$7.65 b

Cement (old) \$7 1/2 s

Cement (new) \$14.00 n

H.K. Ropes (old) \$7 s

H.K. Ropes (new) \$7 s

United Asbestos \$5 b

Sport Columns

ROYAL HUNT CUP

100.6 OUTSIDER WINS RACE
AT ASCOT

VERY NARROW VICTORY

London, Yesterday.—The result of the Royal Hunt Cup (7 furlongs, 136 yards) run at Ascot today was as follows:—

Lord Michelham's Sonage, 5 yrs 1
Mr. H. E. Steel's Caballero, 4 yrs. 2
Sir Abe Bailey's Guards' Parade, 4 yrs. 3
Twenty-nine ran.
Won by half a length, a head between second and third.
Betting:—
100 to 6 agst. Sonage.
25 to 1 agst. Caballero.
25 to 1 agst. Guards' Parade.
—Reuter.

NO-STOCKINGS

A TENNIS GIRL WHO WILL
STICK TO HER RULE

Miss Billie Tapscott, vice-captain of the South African Women's Lawn Tennis Players, is a Young Lady Who Knows Her Own Mind.

The first question a reporter put to her on board the Balmoral Castle, which brought the team to Southampton was "Are you going to play without stockings again, as you did in England two years ago?" "Of course I am," replied Miss Tapscott.

"I do not want to set a new fashion—people can do as they like—but I discovered that wearing stockings handicapped my game, so I just left them off."

"It startled a lot of people at first, you know," she was reminded. "I don't care. I shall continue to play without stockings until I am stopped," was her reply.

Midnight . . . and so!

Miss Tapscott was wearing stockings just like the rest of the team when Mr. T. B. Barker, accompanied by Louis Raymond, C. J. J. Robbins, and D. Malcolm, the South African men players, who arrived in London and Mr. C. G. Eames, the English International, greeted them.

Of the team, Miss Tapscott and Miss Heine, the South African singles champion, have been in Britain before; Mrs. A. Neave (Transvaal), Miss Doreen Cole (Transvaal) and Miss Ada Smith (Western Province), three pretty brunettes, looked on our shores for the first time.

Miss Smith was asked what she thought of England, and the sentiments of the visitors were summed up in her words: "We had to get up just after midnight—and you ask me what I think of England?"

Mrs. Cole, mother of Doreen, who has been the "mother" of all the girls on the voyage, was full of praise for them all.

"They have been so good," she smiled, "and have played deck tennis every day."

Practice at Once

A wireless message was sent to them three days ago telling them they were entered for the British hard courts championship at Bournemouth. The girls thought that they were not going to get any practice, but the arrival of Mr. Barker quieted all apprehension.

"I have arranged for the girls to go straight to Bournemouth by car," he said, "and they will have a full day's practice before playing their first matches."

Only one racket and that unstrung, was to be found among the team, but again the unfailing Mr. Barker had foreseen the difficulty, and rackets were ready in abundance.

Miss "Bobby" Heine, who beat Senorita de Alvarez two years ago, laughingly admitted that she had brought her mascot—her black cat—which was so conspicuous in 1927 against the umpire's chair on the centre court at Wimbledon, but Miss Tapscott said that her monkey did not bring her luck in 1927, and so she left it at home this time.

YOUNGEST BOXER

CLAIM OF AMATEUR FIGHTER
WHO IS NOT YET SIX

A LONDON LAD

Still on the sunny side of 6, the Hon. Thomas Fairfax, son and heir of Lord Fairfax, is said to be the youngest boxer in London.

Recently he gave an exhibition of ring craft at Londonderry House, where he squared up to Harry Hoare, 6½, a nephew of Lady Londonderry.

The Hon. Thos. Fairfax is being taught the crafts of the ring by Mr. P. D. Sage, whose pupils include Maurice MacMillan, a grandson of the Duke of Devonshire; the Hon. Charles Bennett, grandson of Lord Tankerville; and Michael Spiers, son of Brig. General Spiers.

Level and Storage of water in Re-

CHINESE VICTORY

BEAT SHAMEN JAPANESE
AT TENNIS

Canton, Yesterday.

The members of the Chinese Tennis Club, at the Chungshan Public Garden, were "at home" last Sunday to a team of Japanese players from Shamen. The home team easily won, although some of the games were hotly contested. Admiral Chan Chak was in the Chinese team. — Canton News Agency.

TILDEN WINNING

London, Yesterday.

In the London lawn tennis championships, W. T. Tilden (America) beat Lester, 6-0, 6-2 in fourth round. — Reuter.

POLO SENSATION

CHAMPION ARRESTED BEFORE
A MATCH

Sirma, May 20.

A sensation was caused at Anandale where the Vicary's Staff Cup Polo Tournament commenced this afternoon. Major Jaswant Singh, champion Patiala player, just before he entered the grounds to play on behalf of Patiala Gymkhana, was served with a warrant for his arrest from Ludhiana. It is alleged a charge under Section 426 I.P.C. was brought against him by his cousin Narain Singh. Major Jaswant Singh represented to the police to stay action till the conclusion of the match. This was granted after the police had obtained the necessary permission. On termination of the game Major Jaswant Singh produced the required surety for Rs. 200 and signed a personal bond for Rs. 200.

THE DAILY SUICIDE

Another case of suicide occurred late last night when an unknown Chinese jumped overboard the Yuenmat Ferry "Man Yeung".

The ferry was en route to Hong Kong, and was just passing the Naval Anchorage, off Kowloon, when the cry of "Man overboard" was raised.

Lifebelts were at once thrown over, the launch swung around, and lights were procured. After a lengthy search, no trace of the missing man was found.

Official circles welcome the prospect of further disarmament which the speech appears to hold out, and intimate there is no fear of Japan being "left in the cold" and faced with a special British-American understanding to which Japan is no party.

Naval authorities appear to think it is harder to discover a satisfactory yardstick than is imagined, but withhold comment pending official receipt of the speech. — Reuter.

TERRORISED MA

WISHES HER SON TO GO TO
PRISON

STEALING A MANIA

A mother terrorised by her son at last resorted to the help of the Police, to whom she told the story that her grown-up son had time and again stolen jewellery and clothing that belonged to her. She had remonstrated with him in vain and after his latest act, that of selling a gramophone without her permission, she told the Police that she wished him to be placed in jail.

To Mr. E. W. Hamilton at the Central Court this morning she said that, whilst she was in Canton (where her husband carried on a business) her son without her consent sold a gramophone which she had several years ago procured for \$45. She learned of this when she arrived back here some days later.

An intimate friend of the family gave evidence to the effect that she was in the house when accused had said that he was going to sell the gramophone. "I told him if he was in need of some money, he could wait until his mother came back." Accused, she said, would not listen and said it to a marine hawk.

The hawk, to whom the sale was made, said that he had bought the gramophone for \$5.

"What!" ejaculated His Worship.

The latter was reassured when the hawk said that the musical instrument was a "ruined" one.

Sub-Inspector Rozesky said that, for a week after the sale, accused was missing and had been arrested only on Saturday last.

Accused, a respectable looking youth clad in silk clothes, said that he had been in desperate need of money with which to travel to Canton. As he had none, he had sold the gramophone.

His Worship: You do not seem to realise that the gramophone was not yours to sell.

"You are convicted," added His Worship. "What am I to do with him?"

Sub-Inspector Rozesky replied that accused's mother wished her son to go to jail. He had terrorised her and had stolen many things from her.

His father had offered to take him into his own business at Canton, but he had refused to work.

"I expect she neglected to beat him when he was young," said the Magistrate.

Sentence of six weeks' jail was passed.

WORLD PEACE

MACDONALD'S COMING VISIT
TO AMERICA

SUGGESTED PROCEDURE

Washington, Yesterday. State Department officials have so far received no word from Mr. MacDonald with regard to his proposed visit to America, but they reiterate he will be most cordially welcomed at any time.

Newspapers here give enormous prominence to the speeches of Mr. MacDonald and General Dawes, which have made a very favourable impression. It is well known that President Hoover approved of the essential features of the Dawes speech before Dawes sailed. The speech generally is interpreted as foreshadowing a continuance of consideration of naval reduction by the League preparatory to a Commission, and not the establishment of any additional machinery.

It is stated on high authority that General Dawes doubtless contemplates a procedure whereby naval formulae worked out by experts of the interested Powers will be submitted to the commission after which a conference of statesmen will be held to arrange a compromise between various viewpoints.

The Democrat, Senator Tydings, has submitted a resolution to the Senate authorising President Hoover to call an international conference to consider an all-round reduction of armaments, but well-informed circles think the best method of proceeding to Disarmament is with the machinery of the League.

"Not to be Left In The Cold"

Tokyo, Yesterday. Though Press comment is not yet forthcoming, the evening papers give prominence to General Dawes' speech.

(Continued at foot of preceding Column.)

PUBLIC MONEY

SUPPLEMENTARY VOTES
TOTAL \$341,394

\$20,000 FOR TELEPHONES

At its meeting this afternoon the Finance Committee of the Legislative Council will be asked to sanction the following supplementary expenditure for 1929:—

Public Works, Extraordinary:—New Territories, Miscellaneous, Resumption of privately owned Lots at Kwanti—\$10,278.00.

The Government considers it necessary to resume certain privately owned lots at Kwanti in order to preserve for Government use a large open space in the neighbourhood of the Military Training Camp at Sanwei.

Public Works Department:—Other Charges, Special Expenditure, Telephone Instruments and plant—\$20,000.00.

An agreement is being negotiated between the Government and the Hong Kong Telephone Co., Ltd., for intercommunication between the Company's telephone service and the existing Government telephone services.

Intercommunication will enable considerable economies to be effected in the Government telephone arrangements.

Finance Committee agreed to an estimated expenditure of \$15,000 for the plant required to carry out the arrangement in January last.

It is found that the Plant and 70 telephone instruments necessary will actually cost about \$20,000 and a vote for this amount is requested.

Public Works Department:—Special Expenditure, Generators for Rescue Tug and Police Launches—\$20,000.00.

A sum of \$2,000 was voted in July, 1928, and the generators ordered from England.

The generators however did not arrive until this year.

There was consequently no expenditure in 1928 and a vote of \$2,000 is now requested to meet the Crown Agents Charges.

Education Department:—Preparation of Chinese Documentary Course for Cadets—\$500.00.

In view of the continual changes in modern documentary Chinese, the text books used in the existing syllabus for Cadets and Police Probationers are out of date, and it has been decided that a new documentary course should be compiled locally, with translations and full annotations.

No qualified Government servant can be spared for the work of compilation and of seeing the work through the press, but arrangements can be made for the work to be undertaken by qualified persons outside, for the sum of \$500. The cost of printing will be done at the gao and no additional provision will be required for this.

The above is to be met from savings under Other Charges, No. 18 Ref.

Public Works, Recurrent:—Gas and Electric Lighting, New Kowloon, to meet maintenance charges to the end of the year—\$600.00.

Provision made in Estimates—\$15,000.

The vote is required to meet estimated maintenance charges to the end of 1929 on necessary additions to street lighting due to development of New Kowloon. An equal sum will be marked for saving from the vote "Gas-lighting Kowloon."

The above is to be met from savings under Public Works, Recurrent.

Public Works Department:—Special Expenditure, apparatus required in connection with proposed Wireless Broadcasting—\$1,365.00.

A sum of \$6,000 was voted in June, 1928, and the apparatus ordered from England.

It did not arrive, however until late in December, too late for the installation, of same to be completed by the end of the year.

A vote of the unexpended balance is therefore requested to meet the cost of completing the installation of the apparatus.

Harbour Department:—Filing Cabinets for Registration Records—\$464.00.

Provision made in Estimates—\$655.

The estimated cost of the filing cabinets was based on cost of those supplied to the Colonial Secretary's Office. It was discovered later that these were supplied at a special price which could not be repeated for a small order. The cost of the cabinets being higher the vote is insufficient.

The above is to be met from savings under Incidental Expenses. Public Works Department:—Special Expenditure, Short Wave Transmitter—\$1,760.00.

A sum of \$7,700 was included in the 1928 Estimates and an additional \$6,200 voted in December 1928 and the transmitter obtained from England.

The buildings, however, were not completed until this year and the installation of the apparatus could not be made until this was done. Consequently only \$12,242 was expended in 1928. A re-vote of the difference between this sum and the sums voted in 1928 is requested.

Public Works Department:—Special Expenditure, Additional Receiving gear for Short Wave Transmitter—\$282.00.

A sum of \$1,000 was included in the 1928 Estimates and the Receiving Gear obtained from England.

The buildings, however, were not completed until this year and the installation of the apparatus could not be made until this was done.

A re-vote as above is therefore requested to meet the cost of installation. The original estimate is not exceeded by this re-vote.

Public Works Department:—Miscellaneous Bathing Places, Erection of Bathing shed at Kau Pa Kang (Lai Chi-kok), and its maintenance—\$4,150.00.

Provision made in Estimates—\$15,000.

The beach at Kau Pa Kang (Lai Chi-kok) is now easily reached by road, and buses run fairly close. It is conveniently situated for a large number of Kowloon residents, and it is therefore proposed to erect a suitable Bathing Shed with the usual amenities.

The cost, including maintenance, is estimated at \$4,150 and a Vote is requested.

It is estimated that the receipts may amount to \$3,000 per annum. The above has been provided for by Special Warrant No. 136.

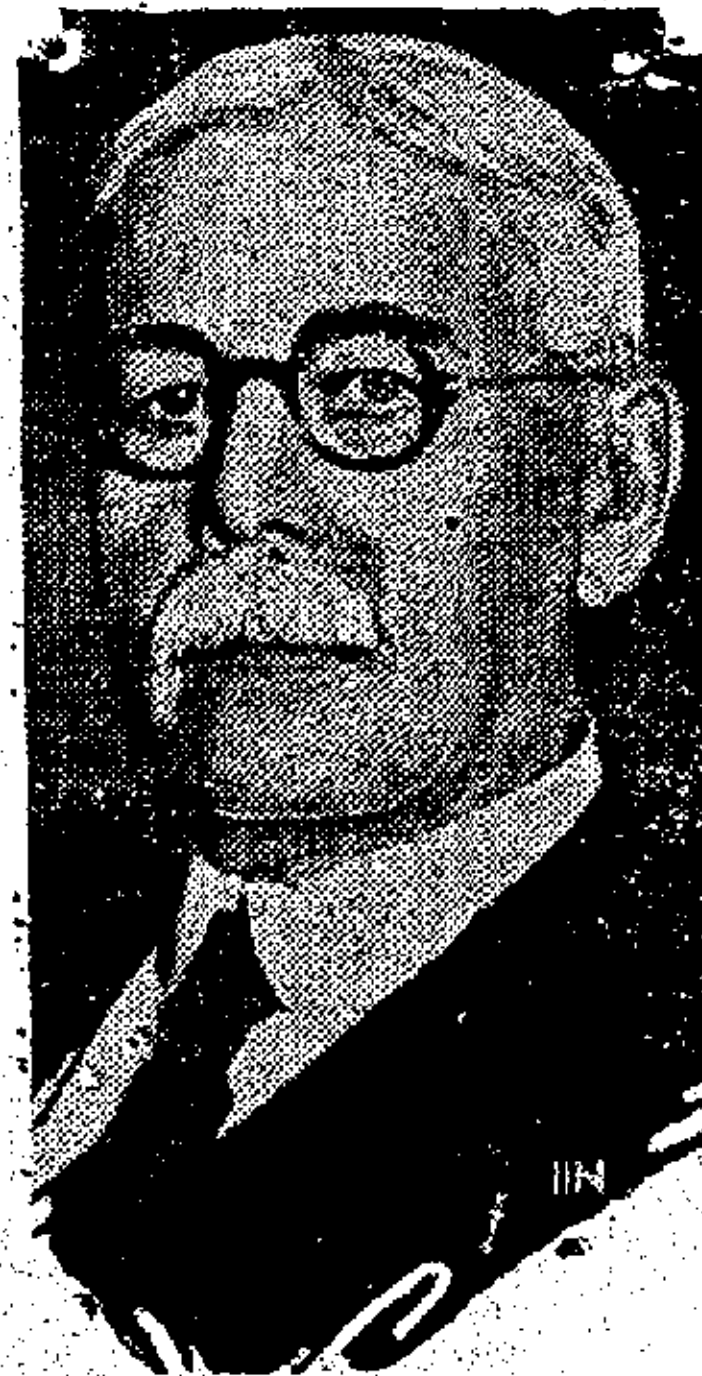
ARMED CHINESE

QUANTITY OF AMMUNITION
AND A PISTOL

A Shanghai Chinese, who was yesterday arrested in Wanchai with a pistol and a quantity of ammunition in his possession, made his appearance at the Central Police Court this morning. The prosecution intimated that accused had been detained as the result of information given to the effect that a number of Shanghai Chinese were seen in Wanchai carrying ammunition.

The case was deferred until 2.15 o'clock this afternoon, when it will be heard by Major C. Willson at the Second Court.

Mr. Horace Lo is to appear for the defence.



Mr. Francis Emory Warren of Wyoming has represented his state in the Senate for the last 39 years and is now the oldest man in the Senate both from point of service and age. Warren will be 85 to-day.

CANVAS SHOES

IN

THE NEWEST SHADES

FOR DAILY WEAR

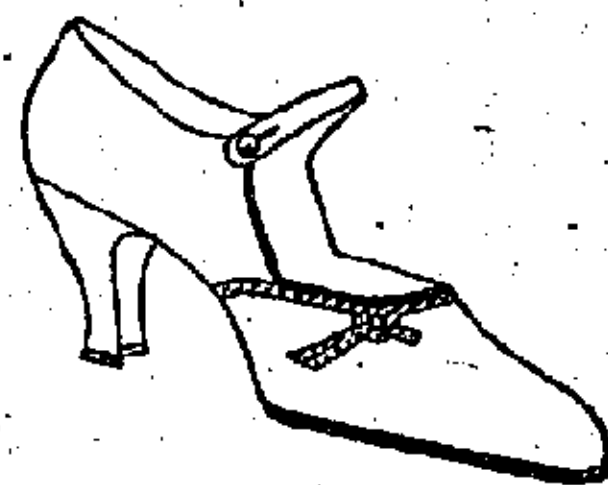
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WORLD NEWS IN PICTURES.

Ready for Long Ocean Flight



Roger Q. Williams, left, and Captain Lewis A. Yancey, right, standing in front of their Bellanca "Green Flash," started to make the long hop across the Atlantic from Old Orchard Beach, Me., to Rome, Italy. They rushed preparations for the flight in order to be able to start as soon as the three French aviators set off in the "Yellow Bird" to Paris. The "Green Flash," which is the same plane in which Martin Jensa set the world's endurance record recently, however, turned over on her nose. The pilots were fortunately not injured.

Swedish Aviators



Robert Ljunglund, radio operator; Captain Albin Ahrenberg, pilot, and Lt. Axel Plodden, reserve pilot, left to right above, are attempting a flight from Sweden to the United States. They planned to follow a route via Iceland, Greenland and Labrador, but are still held up in Iceland.

Only Fair Weather Needed Now



Captain Lewis A. Yancey, left, and Roger Q. Williams, right, before attempting on June 14 to take off in the "Green Flash," which turned over on its nose. The pilots were not injured.

Law Enforcement Committee



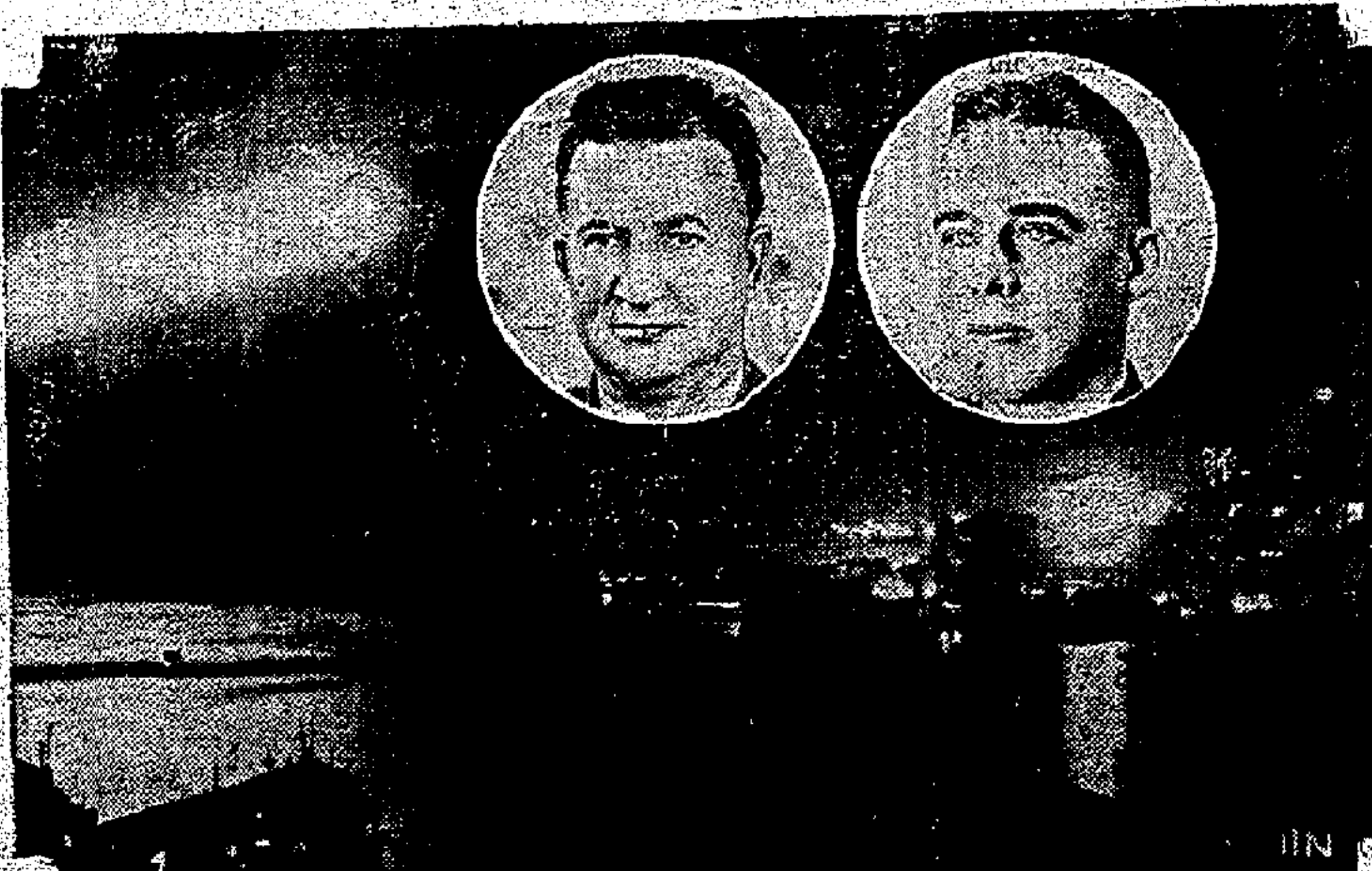
A National Law Enforcement Commission was appointed on May 22 by President Hoover. Above are six of the eleven who form the Commission. Top, left to right, Judge Paul J. McCormick of Los Angeles, Southern District Judge of California; Roscoe Pound of Cambridge, Dean of Harvard Law School, and Newton D. Baker of Cleveland, former Secretary of War; and below, left to right, are Judge William S. Kenyon of Fort Dodge, Iowa, former U.S. Senator and a U.S. Circuit Court of Appeals Judge; Henry W. Anderson, Richmond, Va., former special assistant to the Attorney-General of the United States, and George W. Wickersham of New York City, Attorney-General in the Taft Administration, who will head the Commission.

Cuban President Elected



Brilliant ceremonies attended the second inauguration for a six-year term of General Gerardo Machado y Morales as President of Cuba. The celebration took place in the \$16,900,000 Cuba Capitol, shown above, at Havana. The President is shown, (inset), centre, with the members of his cabinet.

Lone Plane Attacks New York and Escapes



A giant bombing plane, following an eight hundred-mile route from Dayton, Ohio, swept out of the cloudy skies over New York and loosed three huge fares representing 2,000 pounds of death, technically destroying the army base at Governors Island. Lieutenant Odean Moon, left, was in command of the plane, while Lieutenant Charles Skow, right, assisted him at the controls. The plane was refuelled in air from another plane at Washington, both on the trip to New York and on the return to Dayton. The view above shows the New York skyline blazing in the light of one of the fares.

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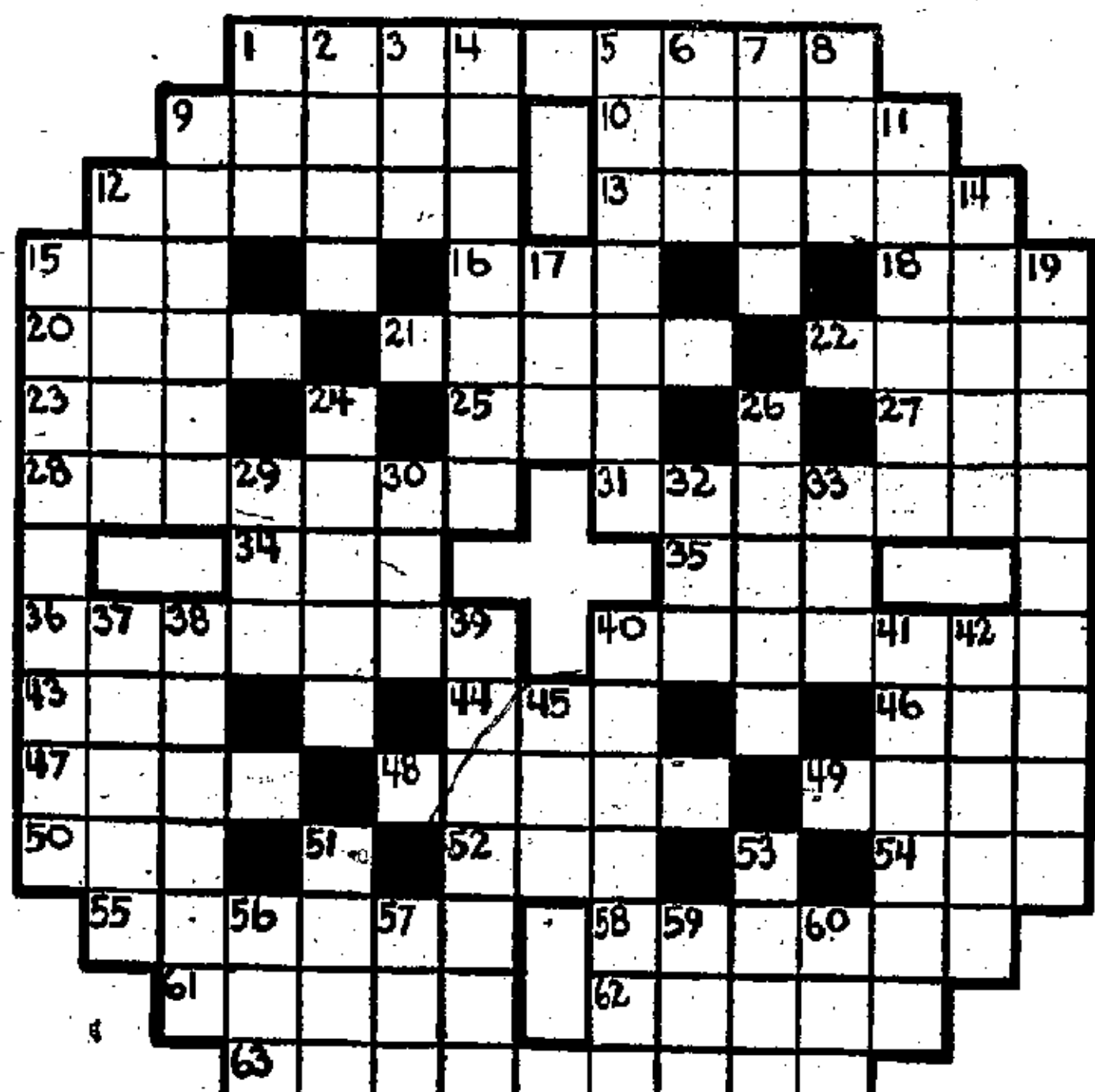
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plow, and altho.)

© THE INTERNATIONAL SYNDICATE.

HORIZONTAL

- 1-Connected
- 2-Indian coin
- 10-New
- 12-Mark indicating omissions in writing
- 13-Belled slowly
- 15-Dephry
- 16-Member of an Indian tribe
- 18-Part of a circle
- 20-Herodot
- 21-Relative
- 22-Sent
- 23-Custom
- 25-To make tatting
- 27-Close of the day
- 28-Lies closely
- 31-Treated with disdain
- 34-Row
- 35-Feminine name
- 36-Slight tremulous noise
- 40-Hurricane
- 43-Masculine name
- 44-Wander from truth

HORIZONTAL (Cont.)

- 46-Pair
- 47-No one (Latin)
- 48-Spart
- 49-Blemish
- 50-Chatter
- 52-Poetic form of even
- 54-Pronoun
- 55-Young cat
- 58-Confuse with noise
- 61-Subterranean vault
- 62-Night-awaking
- 63-Being

VERTICAL

- 1-Mongrel dog
- 2-Unfastened
- 3-Ensnare
- 4-Member of famous Catholic Society
- 5-Small invertebrates
- 6-Used in refusal
- 7-Level
- 8-Condensed vapor
- 9-Hydrophobia
- 11-Heavy

VERTICAL (Cont.)

- 12-Brushwood thicket
- 14-Crowd
- 15-Combining again
- 17-Afternoon repeat
- 19-Those to whom money is owed
- 24-Creek philosopher
- 26-Province of India
- 28-Anything small
- 30-Before
- 32-Famous American poet
- 33-Hit
- 37-Inflict
- 38-Variety of verse
- 39-Regrets
- 40-Rel
- 41-Engraves
- 42-Lover
- 45-Species of deer
- 51-River of Hades
- 53-Refuse from wine-making
- 56-Three (It)
- 57-Prefix Upon
- 58-Eternity
- 60-For shame!

(The solution of the above cross-word puzzle will appear in
to-morrow's issue along with a new cross-word puzzle.)

KRAKATAU AGAIN

ERUPTIONS ACCOMPANIED BY
EARTHQUAKESBatavia, June 10.
Krakatau has been in eruption
again since 10.30 on Saturday morn-
ing. The highest eruption reached
250 metres. Numerous earthquakes
were felt.—Aps.The congress of the Communist
party at Moscow has unanimously
approved the five-year plan of
economic development.

YESTERDAY'S SOLUTION

SECTION ARC PLEASE
SIGHTS REPTILES
ACLED LATE ESTER
ARET COIT LIFE
RET FEXILE RAD
AL KIN M P
STARED IN DEARER
A SIAON BURMA O
DAPHNE B OSTEND
D E KUI O A
BAG HADGE FIAN
SECTS SIA FLIDE
I KEENE LIVID A
SHOAT SOS ADEPT

MR. JUSTICE EVE

TOO BUSY TO SEE
LONDON

LORD HEWART'S JOKE

Mr. Justice Eve, who on his own
confession, knows very little about
London, is 72, and has been on the
Bench in the Chancery Division for 22
years.Although he is a Londoner born, he
says that he has never been inside
the city.National Gallery,
National Portrait Gallery,
Tate Gallery,
British Museum,
Madame Tussaud's,
Mint,
Bank of England,
Tower,and many other famous London places.
He has only once been to St. Paul's
Cathedral.Why has so eminent a citizen such
scanty acquaintance with the great
public institutions of his birthplace?
One who knows him intimately told the
"Evening News" the secret of it."Mr. Justice Eve, like the curate in
"The Private Secretary," says: "I don't
like London," but it is not disinclina-
tion to explore London that accounts
for his lack of knowledge of the capital.
It is, and has been lack of opportunity."He has been a very busy man all his
life. He had to work hard, and had
little leisure, before he was called to
the Bar nearly fifty years ago, and
after that, his time was fully occupied
with his profession, for he was by no
means a briefless barrister."He meant to succeed, and he studied
at home after his work in chambers and
the courts. He was M.P. for Ashbur-
ton from 1904 to 1907, and in that
period I have frequently seen a cut
standing outside the courts ready to
rush him down to the House as soon as
he could leave a case.

Work—and More Work

"He has been known to take papers to
the House of Commons and carry on
with them in a room there while he
waited for the division bell to ring."It was in 1907 that he was made a
judge, and since then his outside
life has been practically confined to the
journeys between the courts and his
house, and occasional visits to his
clubs, except for his holidays, when he
hurries away from London."You must not suppose that a
judge's work is finished for the day
when the court rises. I have known
Mr. Justice Eve to be occupied day
after day in his room until 7 p.m. or
later. And if he does not stay at the
courts he takes documents home to
work at them after dinner."So you see he has had little chance
to go around and visit London's in-
stitutions. I do not think he has any
hobbies or recreations. He does not
even play golf."But, in his lack of knowledge of
London's celebrated features, he is not
alone."Many Londoners know less of them
than people from the other ends of the
earth who come here for a few weeks'
visit. Londoners take their institu-
tions for granted and let it go at that.
"They are very incurious people as
far as their own possessions are con-
cerned—and Mr. Justice Eve is one of
them."A tradition of the Bench also lays it
down that a judge is not supposed to
know the meaning of slang or even
colloquial terms.The Lord Chief Justice (Lord
Hewart) was upholding this tradition
when he said the other day, as he pre-
sided over his Court: "When I sit
here I am not supposed to know what
'turned up' means."He had just been told by counsel that
two individuals had "turned up" at a
meeting.An adjournment being asked for
over Derby Day, Lord Hewart solemnly
asked "What is the Derby?" But
it was in a spirit of mischief.When, in an appeal case, two of his
judicial colleagues seemed bewildered
by the words "nap" and "tip," the Lord
Chief Justice replied:"A tip is a tip that a horse may win.
A nap is about a horse that is certain
to win, and a special nap goes to even
greater lengths."

He Did Know That

Again, in a case in which the fox
trot was mentioned, Lord Hewart re-
marked: "According to the usual pro-
ceedings I ought to ask here, What is a
fox trot? but I do not think you need
trouble to describe it."And when a document was referred to
as the Magna Charta of a certain
religious movement, Lord Hewart ob-
served quietly, "That name seems to
indicate some controversy among the
barons."Lord Darling frequently confessed a
complete ignorance of golf and golf
terms. "I know nothing about golf,"
he once declared in his court, "I think
I am the only judge who doesn't."A colonel who appeared before Mr.
Justice Darling, as he then was, once
used the phrase "an absolute wash-
out." "I don't know that I ought to
understand the meaning of such an ex-
pression," remarked his lordship."It is a military expression that a
thing is entirely at an end," the
colonel told him.In a divorce case Mr. Justice
McCardie asked a witness the meaning
of the expression "B.C." He was
told that soldiers and sailors used it,
and it signified "no good."Other questions from the Bench at-
tributed to Mr. Justice McCardie are:
"What is a Socialist?" "What is a
bachelor?" "Is there such a thing as an
ordinary woman?"But Mr. Justice McCardie usually
supplies witty definitions of his own,
as he has for the bachelor: "A man
who looks before he leaps, and, having
looked, does not leap at all.""It was in a distressing case that
"an ordinary woman" was defined as
one who had to be commercially con-
templated—a woman who wore black
sides.More than once Mr. Justice McCardie
has disclaimed knowledge of women's
clothing. A woman witness in an
action relating to furs replied:
"Every woman knows that Canadian
mink is more durable, lighter in
weight and wears better, and is super-
ior in every way to Russian mink."
"That is what every woman ought
to know," said the judge.To be ignorant of matters theatrical
is the official pose of the Bench. In
his particular case Mr. Justice Rowlatt
has lately claimed that his ignorance is
genuine. He said: "I dare not say
how little I know about films because it
will attract attention. There are few
people with less knowledge of the
drama than I have—especially film
drama."Mr. Justice Rowlatt, too, is one of
the judges who have never made a bet.
He once said in court: "I have neverPLEASE DON'T
WASTE WATERbatted myself, but I believed some
most respectable people make a small
bet sometimes."It is not unknown for judges to state,
when licensed premises are mentioned,
that they have personal knowledge of
them. Mr. Justice Horridge, on the
other hand, once asked: "What is a
pub?"He was probably objecting to the use
of a slang term, but when Mr. Justice
MacKinnon confessed that he was as
ignorant as was a witness before him
of the signification of the initials

"O.K.," he appeared to be quite sincere.

And so was Mr. Justice Shearman
when he said: "I really know nothing
about tin kettles," for he had begun his
sentence with "I don't like to pretend
judicial ignorance."

LEGATIONS IN CHINA

Tokyo, June 9.

The British Ambassador is stated
to have discussed with Baron
Tanaka the question of legations in
China being raised to the status of
embassies. It is hoped that con-
certed action will be taken.—Nichi
Nichi

Torturing Indigestion

Made Wretched This Young

Lady's Life

Until On The Advice of Her

Mother She Tried

Dr. Williams' Pink Pills.

Miss H. German, of 59, Church
Road, Murston, Sittingbourne,
England, states:—"A few months
ago I became a victim of indiges-
tion. I suffered such pain after
eating that I dreaded the ap-
proach of meal times. My mother
advised me to try Dr. Williams'
Pink Pills, and then I graduallyimproved. The pills gave me a
good appetite, and what was more
important I suffered no ill-effects
after ever so hearty a meal. Now
all traces of indigestion have
vanished."It is a recognised medical fact
that without good blood perfect
digestion is impossible. To over-
come indigestion, therefore, you
must enrich your blood by taking
Dr. Williams' Pink Pills. These
Pills create new, rich blood, which
soon restores the digestive organs
to healthy activity, and in the
same way they build up the
nerves, overcome nervous dis-
orders, correct anaemic condi-
tions, give new health, strength
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as far as is possible with the Government in the hour of sore
distress is told in the "Overland China Mail" which is full of
news, daily illustrated, about the acute shortage of water in the
Colony and about the steps taken to obtain supplies from
sources hitherto unthought of.How Hong Kong is "making rain" will prove very
interesting to former residents, friends and relatives in other
parts of the world. The "Overland" describes the process.As usual, the "Overland" contains all the local and China
news of the week. Although the summer is considered the
"dull" season in Hong Kong, this week has been the exception to
the rule, providing the "Overland" thereby with abundant
useful matter.Remember, the "Overland" is the only weekly budget
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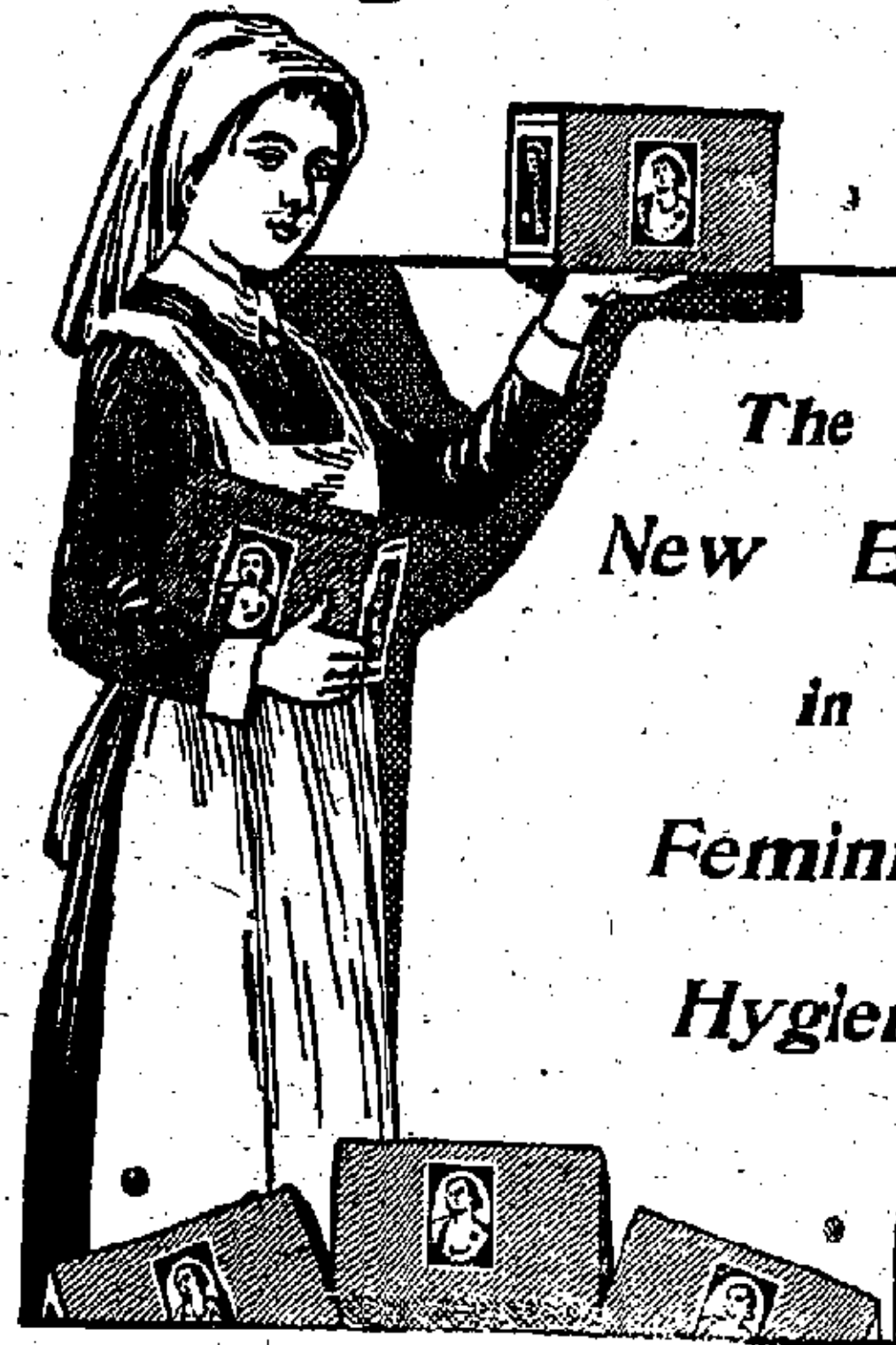
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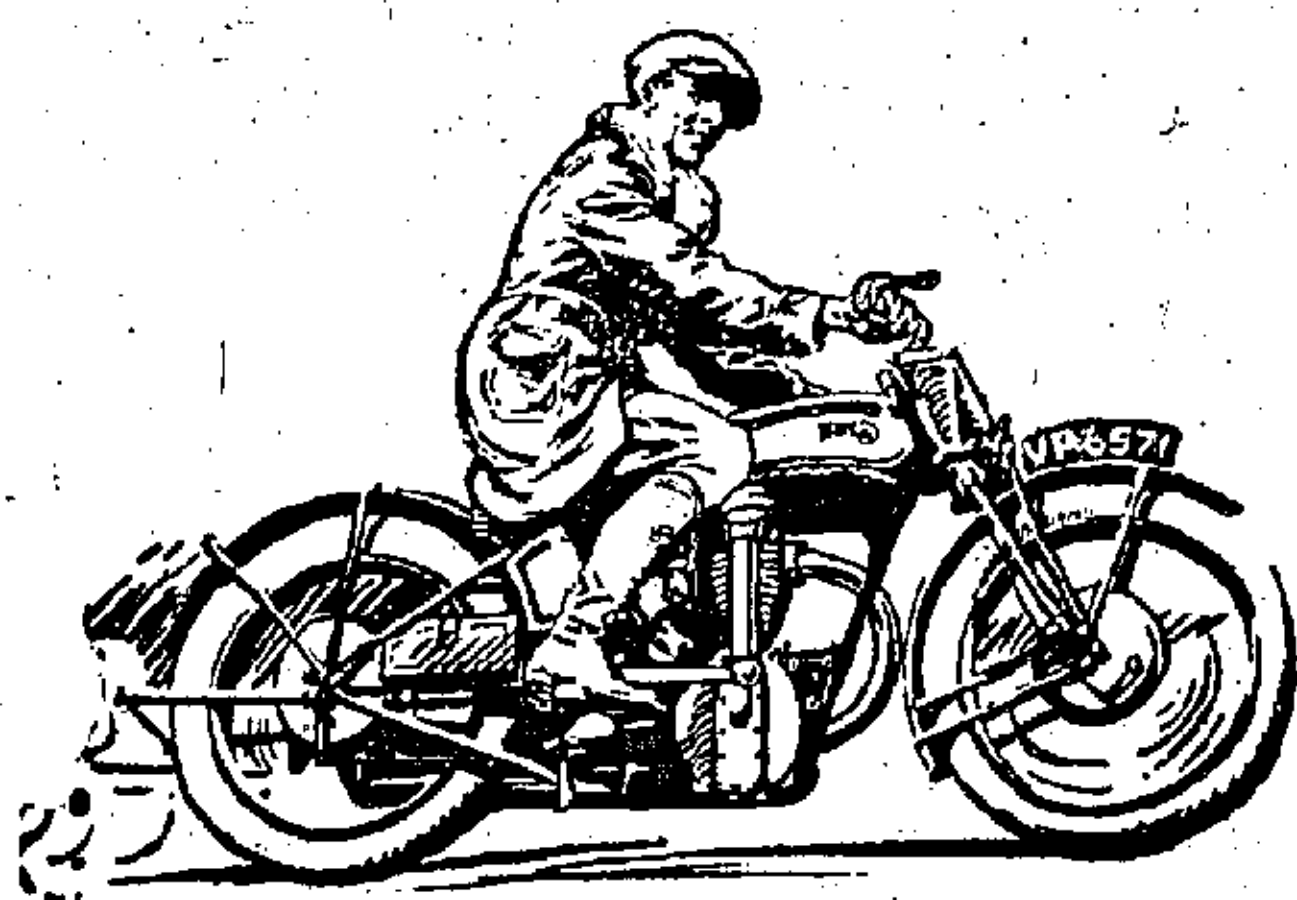
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What is Chrysler Motors and what does it signify to the public and the automotive industry? Chrysler Motors is, from its physical side, the grouping of all that goes into the designing, building and distribution of the Chrysler, the Imperial, the Plymouth, the De Soto and the Dodge Brothers motor cars, and Dodge Brothers trucks, motor coaches and buses—a great group of cars; all branches in the same tree and all growing out of the Chrysler root-principle of Standardized Quality, originated and first applied by Chrysler—a principle which inevitably lifts both quality and value—each car contributing to and sharing the manufacturing efficiencies of all the rest.

Chrysler Motors is a grouping of motor car properties to render a better public service. That is the keynote of this new economic force in the industry, which, while preserving a complete separate identity in the products and their distribution, welds together the advantages resulting from the unified policy of engineering, purchasing, manufacturing and financing under one personal head.

Chrysler Motor's manufacturing facilities and financial resources are so vast and its combined distributing outlets so numerous that every price class is supplied with a Chrysler Motors product—and each the finest in its class.

Chrysler Motors is different in inspiration, in development, in conception, in development and fruition, from anything else which may appear to be like it in the industry—and therein lie its greater possibilities for benefit to the public now and for the future.

The idea of Chrysler Motors was in the mind of Walter P. Chrysler before even the first Chrysler was produced.

For five years, Chrysler has gone steadily forward inspired by that ideal.

Deeper Significance

Only last summer there appeared a series of announcements regarding Chrysler preparing the way for the introduction of the new models embodying the new style that restyles all motor cars. But, read in the light of what has come to pass, they now show a still deeper significance.

Take this prophetic series of advertisements to-day, read them over in the light of the announcement of Chrysler Motors, and they give an illuminating idea of the vision and of the planning and of the foresight of Walter P. Chrysler—and why and how he builds for public service.

All that has gone before makes it very sure that Chrysler Motors, in the generally accepted meaning of the term, is not the usual grouping together of separate companies, each under its own separate management, with which American business has been familiar for a quarter of a century.

There have been associated motor car units before. There has never been an association like Chrysler Motors, in which all of the units—each designed for its own particular market—issue from the one immense group of plants and share alike the advantages which accrue from combined engineering, purchasing, manufacturing and financing, all under one personal head.

Thus, Chrysler Motor's magnificent new engineering building, with its vast modern research laboratories—the very last word in equipment for advanced scientific development—is as much the source and centre of creation for Dodge Brothers as for Chrysler, for DeSoto, for Plymouth, for Dodge Brothers and Fargo commercial cars, trucks and buses—for every individual product which issues from the plant of Chrysler Motors.

Actual Economies Economies from consolidation have all too often in the past been theoretical. In Chrysler Motors

ORIGINAL CREATION

NEW STEARNS-KNIGHT COUPE

Inspired by an artistic creation at the recent Paris salon, the Brunn custom built convertible coupe is one of the most distinctive special models of the new Stearns-Knight eight-cylinder series.

The top of this car is fully collapsible and in addition the glass can be lowered into the panels so that when the top is down it gives the same effect as a touring car with the top down. The driver's and front passenger's seats are a semi-bucket type, both of which are fully adjustable and can be moved forward or backward approximately 3 1/2 inches. The rear seat is a full conventional type but has a centre drop type arm rest which can be folded into the back cushion when not in use.

The upholstery-trimming of this Stearns-Knight convertible coupe is offered in a variety of optional designs for individuality. One very attractive trim uses Wiese's broad cloth although effective results are obtained by Coulton cloth, an imported material and others.

In the development of this Stearns-Knight coupe, Brunn, the custom body designer, embodied all the good features and eliminated the bad ones from the original idea he received in Paris. He first built a body similar to this on the chassis of another make but instead of a full seat in the rear he merely had two jump seats so they could be turned back if necessary and the baggage carried on the floor. It was from this job that the Stearns-Knight creation really originated.

they are actual because they begin with these basic things—and carry on through the testing and the selection of metals and material with precision machinery, establishing and maintaining a uniformly high standard of quality manufacturing for all cars alike.

In each car or each plant were a separate entity operating "on its own," little would be gained by grouping them together. By a sheer process of natural development, Chrysler Motors has gone far, far beyond this. The cooperation among the units existed long before Chrysler Motors was born. The underlying principle has been in operation from the day of the first Chrysler car.

Out of this principle has grown the logical necessity for Chrysler Motors—a conserving, economizing, efficiency-increasing force benefiting the buyer of every Chrysler product from first to last, no matter what its trade name.

The degree of benefit which the buyer derives from the joint operation of any group of industrial properties is in direct ratio to the extent to which these properties are able to help one another.

Chrysler Motors is the highest expression of the principle of mutual help reduced to its most practical form. It is in a very real sense an insurance of the quality of everything made and marketed by Chrysler Motors, because all of these Chrysler Motors products must conform to the same high standard. They are in fact compelled to do so because conformity is of necessity enforced at the outset by higher standards of engineering, precision, manufacturing, and inspection.

Union of Resources Notwithstanding the rigid rule of adherence to these higher standards, initiative and ingenuity are given free play in each plant. This is evidenced by the products themselves. In their union of resources the companies constituting Chrysler Motors are a unit but otherwise they are free, independent, self-regulating entities. Each is individual, different, characteristic—similar only in the basic goodness which is shared alike by all. This Chrysler principle is a practical one. It is economically and commercially sound. It is logical, and more than all else, it assures greater value to the buyer. "A Chrysler Motors Product" will swiftly become synonymous with that which is reliable. The name Chrysler already stands, the word over, for originality, daring, quality and value. The completion of the title to read "Chrysler Motors" rounds out the picture—gives it its finishing tone and visualizes a group truly combined in the only sense in which individual products should ever be combined—for greater public service and greater value to the public.

QUICK AND
EFFICIENT
REPAIRS

FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Tel. C. 4321

MODERN BUYER

INTEREST IN MECHANICAL FEATURES

The present day motor car buyer is paying more attention to mechanical details than ever before, not alone in the high priced field but in the low priced field as well. Whether it be a four or six cylinder model, the buyer shows more intimate knowledge of the mechanics of a car than previously, seeking a product that embraces in its construction all elements that are factors in providing power, speed, smoothness, acceleration, economical operation, longer life and in general a high standard of performance.

This fact is shown in the high volume of sales that have been continuous since the introduction of the new Superior Whippet Six a few months ago.

Buyers of this new Willys-Overland product show a marked interest in its seven-bearing crankshaft which automotive engineers declare to be necessary to a six cylinder car to provide smooth and silent operation and eliminate engine vibration. Willys-Overland in employing a seven-bearing crankshaft in its low priced Whippet Six is said to have set a definite trend which other manufacturers in the same price class will adopt in the near future in order to keep pace with the demand of the buyer.

Finger Tip Control

Other outstanding mechanical features of the Whippet Six include full force feed lubrication to all main and connecting rod bearings, crankshaft bearings, camshaft bearings and timing chain; "Finger-Tip Control," which places at the finger tips of the driver a single control button to start engine, operate lights and sound the horn; extra long wheelbase which has permitted a new and larger body with spaciousness usually found in higher priced cars; Nelson type aluminium invar-strut pistons, extra long connecting rods, adjustable silent timing chain, which is a factor in the Whippet's quiet and smooth operation; oversize balloon tyres and shock absorbers.

Unusual attention also is centered on the newly designed Whippet Six frame which is termed to be safer and stronger because of additional heavy cross members. Each of these vital features take an important part in the high standard of performance set by the new Whippet Six, this performance being comparable with cars selling in the higher price field.

WHIPPET—BEST

PROFESSOR'S WORD OF PRAISE

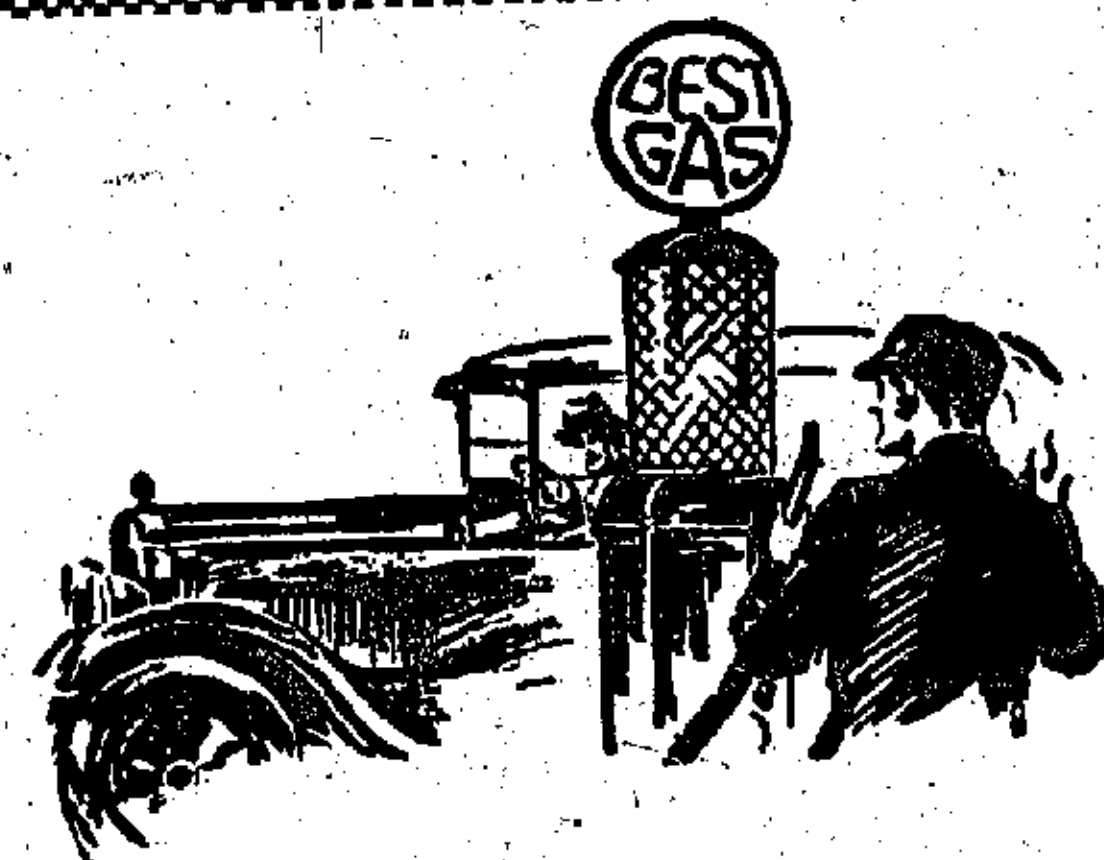
The Whippet has a constantly boosting friend who is spreading the good word throughout Southern California—and making countless friends for the line through that most valuable of all advertising, owner enthusiasm.

Prof. Maxwell A. Smith is the head of the department of French in the University of Chattanooga. He, with his family, is spending his Sabbathical year in Southern California and just recently drove through to the west coast from his home in Tennessee.

Prof. Smith appreciates service and rewards it. This he proves by writing a word of appreciation to the salesman who sold him his car. The car was purchased from the Main Street Motor Company, Willys-Overland dealer in Chattanooga. The more dealers who will obtain written commendation for the line such as this, the more successful dealers and salesmen there will be enrolled under the Willys-Overland banner.

Professor Smith's letter: "I know you will be glad to hear that we reached Los Angeles safely after a fine trip of 14 days, of which two days were spent en route visiting friends and sightseeing. Our only garage stop was at Amarillo, Texas, where we paid 25 cents for a small repair and seventy cents for readjustment of brakes. "We made 2,750 miles at a cost of less than two cents per mile for petrol, oil and grease. We had a mileage of 20.3 per gallon of fuel. The Whippet ran beautifully and never belted even on the steepest grades of which there were many in the mountains. Hope to see you next summer."

The Brussels Correspondent of the "Daily Telegraph" states that an oil depot at Haren, containing 55,000 gallons of oil was destroyed by fire.



AND SOME

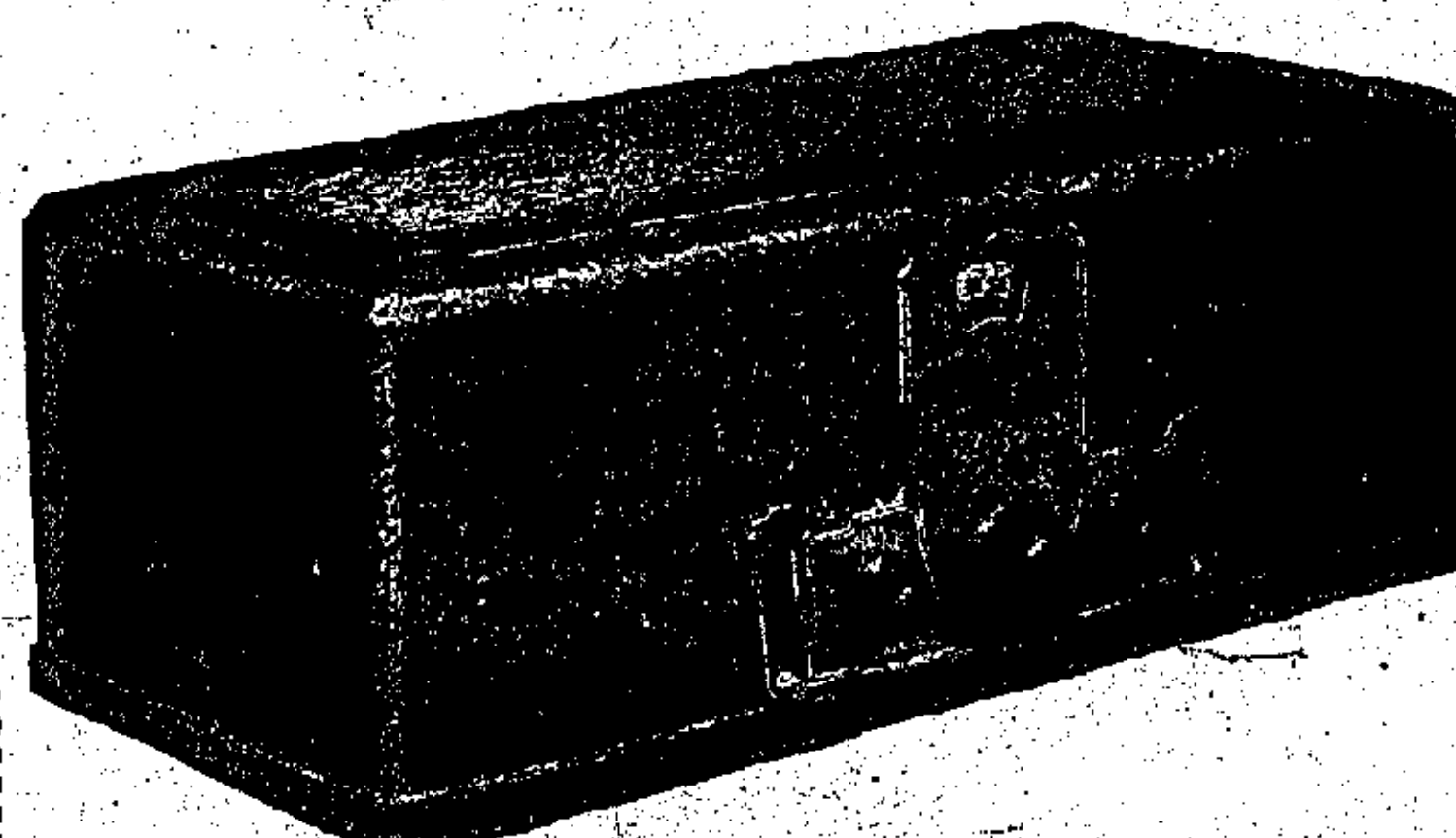


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SENIOR SIX

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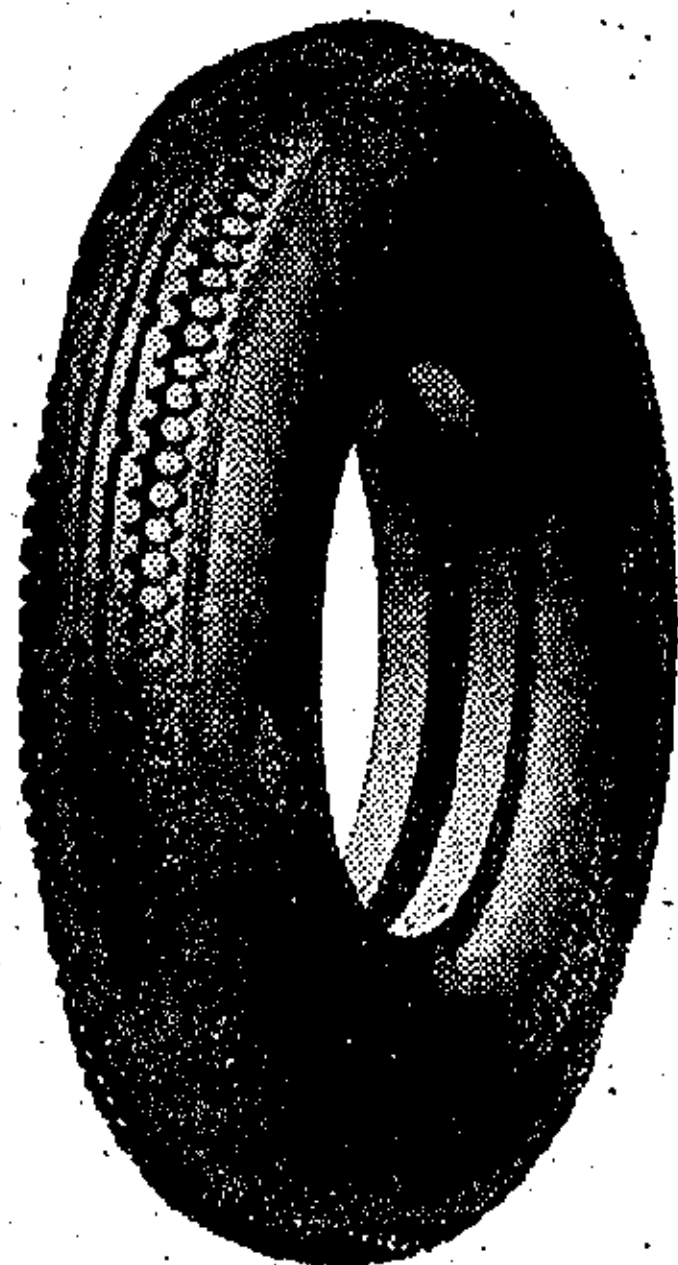
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You can forget your tyres.
But you won't forget the
excess mileage they deliver,
if you want the most tyre
service for your money.

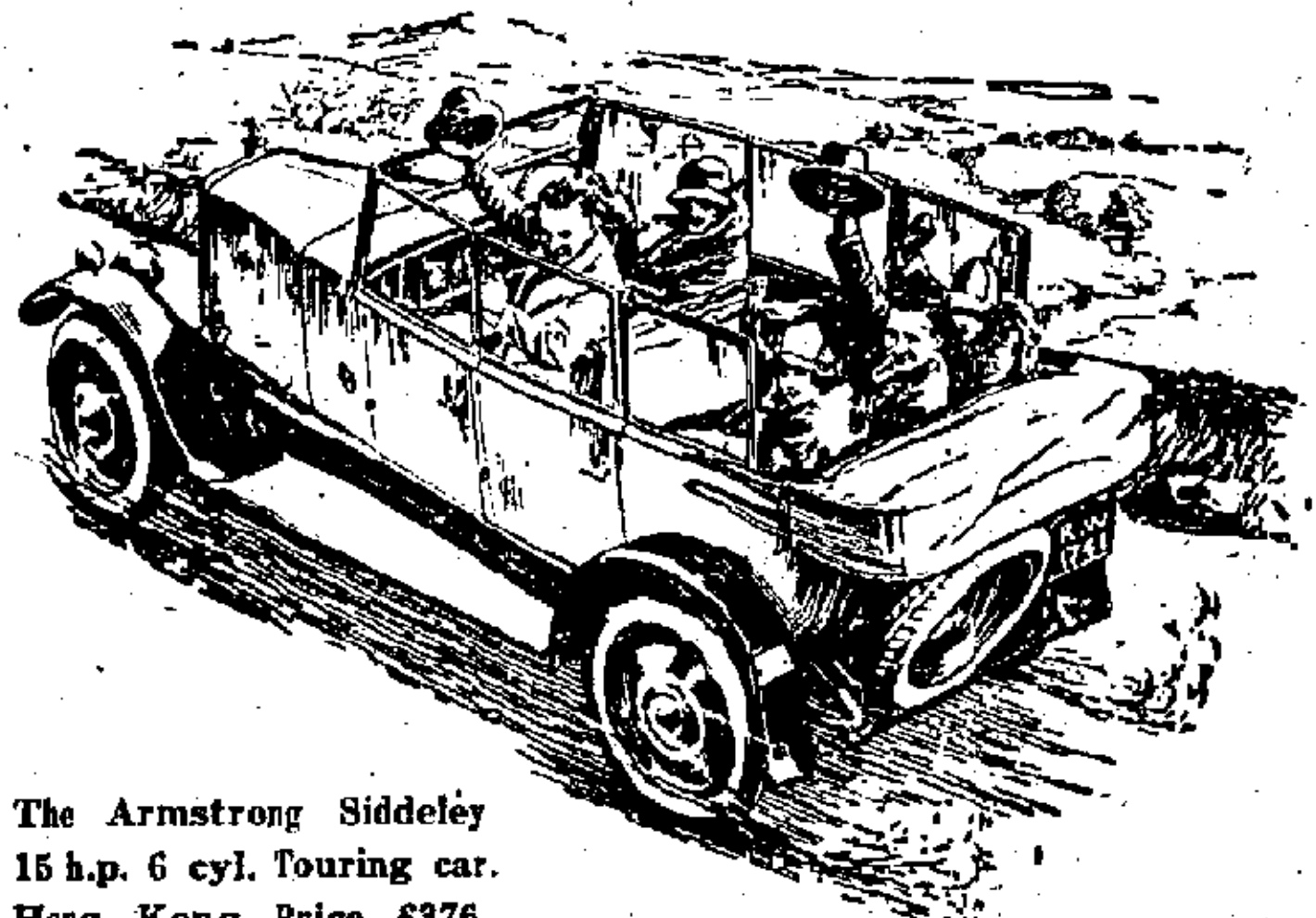


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WILLYS OVERLAND

REPORTS PROFIT OF
\$9,131,041

SALES GAIN IN 1929

Willys-Overland Company reports an operating profit of \$9,131,041 before taxes and special charges for 1929, as compared with an operating profit of \$7,331,236 for 1928. Taxes and liberal write-offs, including prepaid items incident to introduction of new models, leave a net of \$6,382,357 for the year. This is equal to \$2.09 per share after Federal taxes, all charges and preferred dividends on the 2,526,684 common shares which were outstanding during 1928 up to December 28 on which date 330,459 additional shares were issued.

In August, 1928 Willys-Overland resumed dividends on the common stock at the rate of \$1.20 per share per year, and in addition paid to common stockholders of record January 18, 1929 a common stock dividend of 5 per cent. During the year outstanding bonds were reduced \$1,000,000 and preferred stock was reduced by \$774,000.

A gain of 28.5 per cent. in sales during the first quarter of 1929 as compared with the same quarter of 1928 is indicated by President John N. Willys in his letter to stockholders, in which he states that sales for the first quarter are expected to show more than 90,000 cars against 70,554 for the first quarter of 1928.

Increases in Willys-Knight demand since the first of the year have been beyond expectations, according to Mr. Willys' statement, so much so that a 33 1/3 per cent. increase in the highest planned schedule has been made. At the same time an increase of 25 per cent. has been made in the Whippet Six capacity.

Rapid progress in Willys-Overland's export business is indicated by a gain of 34.5 per cent. in 1928 export sales over 1927, and an estimated gain of 68 per cent. in the first quarter of 1929 over the first quarter of 1928.

New models and a nearly doubled plant capacity for 1929 have been provided. Mr. Willys points out, by an expenditure of \$7,425,121, including a new body plant at Toledo, capable of matching the entire present 2,000 daily chassis capacity of the plant, an assembly plant, with a daily capacity of 150 cars at Los Angeles, and other plant improvements all of which indicate larger profits in 1929.

Greater progress has been made, President Willys states, in the development of manufacture and sales in 1928 than in any previous year, resulting in an excellent current outlook.

ESSENTIAL TYRE

HOW TO LENGTHEN ITS
LIFE

[This is the third article of a new and interesting series on tyres of to-day. It gives valuable hints on care and maintenance.]

In the last article in this series, consideration was given to the inflation pressure question—one of the vital questions in connection with pneumatic tyre usage and life. It may be asserted with confidence that practically 90 per cent. of premature tyre failures are due in some measure to incorrect inflation pressure. We have seen the varying results of running tyres at inadequate pressures and we now come to the consideration of "concussion bursts"—perhaps the commonest form of damage associated with the balloon or low pressure type of tyre.

In any consideration of this form of damage, it is well to remember that the constitution of the cord casing of a pneumatic motor tyre is necessarily a matter of careful compromise. While the casing must be sufficiently robust to withstand shocks of some severity, it must also be sufficiently flexible to permit the tyre to bend and thus provide the desired shock-absorption or comfort.

It will be obvious that if the casing is too thick and will not bend easily, comfort will be sacrificed, and the running of the car will be adversely affected. If, on the other hand, the casing is too thin, a fracture of the cord fabric can be caused by quite a slight blow or impact. It will be realized that a pneumatic tyre casing is manufactured from material which has definite limits as to what it can stand in the way of concussion. No matter how carefully or scientifically the tyre may be constructed, these limits remain, and we have already seen that it is the aim of tyre manufacturers to arrive at such a compromise in construction as will confer upon the motorist the maximum number of advantages.

When we think of pneumatic tyres sustaining blows or impacts in running, we often forget that

the force of any blow is tremendously affected by the speed of the car. When a fast moving car strikes an obstacle, the impact is really very serious and the force of the blow is concentrated on a small area.

A portion of a pneumatic tyre has sustained a bad blow—sufficient to break one or two strands of the cord fabric of the casing. This damage may be sustained by a pneumatic tyre without the driver of the car being aware of the fact. Days or even weeks may elapse between the time of the blow sustained by the tyre and the burst which will be the ultimate development arising from the blow. When the strands of the fabric are fractured by a sudden, and violent impact, the casing naturally is continually in tension owing to the air pressure in the tube. It is easy to imagine that this constant tension will tend to enlarge the fracture until it is large enough to trap the inner tube between the jagged edges of the break. At this point usually a concussion burst occurs. It is important to bear in mind that such damage to the hidden part of the tyre—the casing—may be sustained without any outward cut or damage being apparent on the tread.

A casing fracture may occur at any point of the casing—sometimes in the centre, sometimes on the shoulder, and sometimes low down on the walls.

Occasionally a double concussion fracture can be sustained. This usually happens when the tyre is badly under-inflated and when it gets trapped between the rim edge and some hard object such as a brick or kerb-stone. A little study will show how such a double fracture can be sustained.

In dealing with this question of concussion fractures, it must be stated that lengthy tests by tyre experts have proved that correctly inflated tyres are almost immune from concussion fractures. The ordinary type of blow which a tyre receives during its normal life is usually insufficient to account for casing fracture provided the tyre has adequate air pressure. If, however, the air pressure is allowed to fall, the vulnerability of the tyre is greatly increased.

The question is also linked with varying speeds, and here again tyre manufacturers have conducted exhaustive tests which conclusively prove that as the pressure within the tyre is reduced, fractures more easily occur and by a greater reduction of the pressure the fracture may be obtained at lower speeds. Whilst, of course, one would always deplore striking an object at speed, even when the tyres might be correctly inflated, it is well to bear in mind that while they are correctly inflated the chances of concussion bursts are small—even when the impact with the obstacles occurs at moderately high speeds.

GOOD ROADS

MODERNISING WEST
AFRICA

Good roads and motor cars are responsible for a new era in economic development on the West Coast of Africa in the opinion of Murray G. Sawyer, General Motors representative, whose territory ranges 6,000 miles south from Dakar, Senegal, and 1,500 miles back from the African coast into the Congo.

Although the population of the West Coast is widely scattered and embraces more than 100 native languages, Mr. Sawyer finds that business methods are very similar to those employed in the big commercial centres of the world.

Motor transportation in most of the West African colonies is an integral part of the rail transportation system. The two are closely interwoven in a co-operative plan to serve the largest possible territory. In the days before motor transportation came into use, the railroad served a territory sixty miles wide, or thirty miles on each side of the line, a limitation that was due to the natives' disinclination to carry freight on their heads for more than thirty miles. To-day the highway systems of West Africa are designed primarily as feeder for the railroads. Highways are not permitted to parallel the railroads, as they do in most countries, except at irregular intervals. About every sixty miles along the railroad there is a lateral highway and thirty miles behind are roads running parallel to the railroad which connects with these laterals, the purpose being to furnish a feeder system without developing actual competition with the railroad itself.

There are no concrete highways on the West Coast, except in Nigeria, but the surface of the main highways is very hard, obtained by using laterite, a soft iron ore which becomes smooth with use.

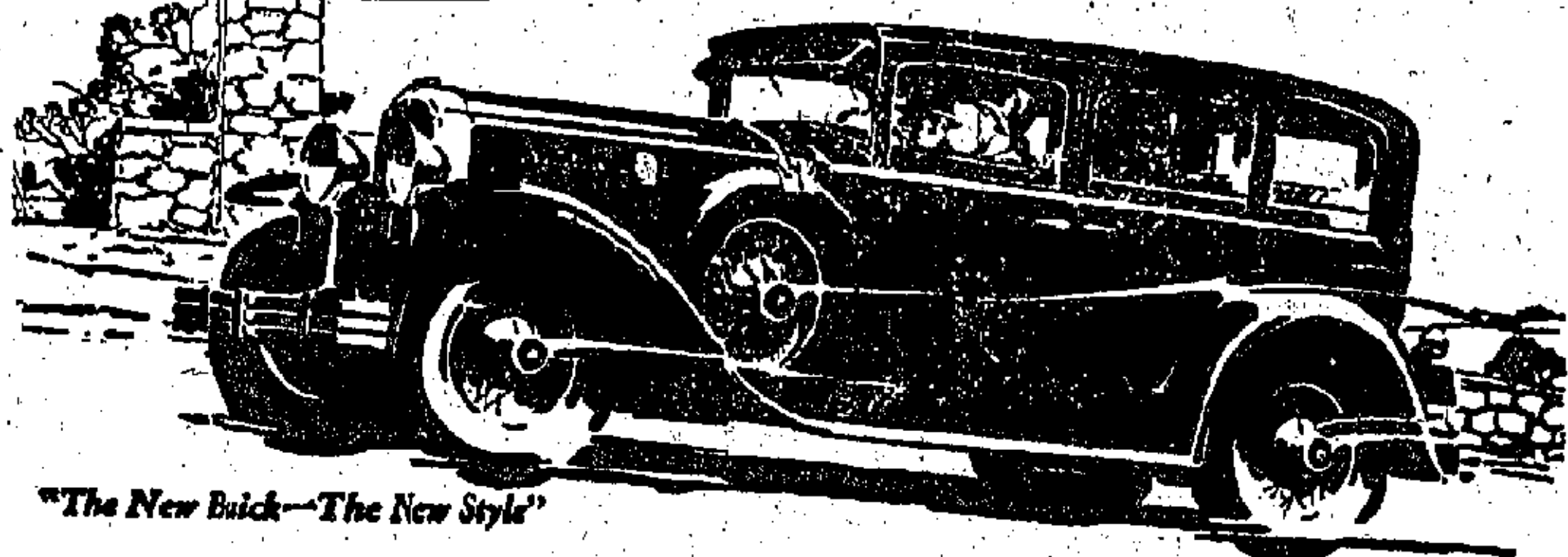
Marked Development
There has been a marked and rapid development in agriculture and commerce in West Africa since

the introduction of motor vehicles. The soil is of great fertility, producing palm oils, coffee, cocoa, tobacco, cotton and other tropical products and the old problem of transporting these products to market is now approaching a solution. Heretofore, the native has been his own freight-bearer, but to-day he is being released for other work.

In the Belgian Congo the government is prohibiting extensive use of porters by commercial firms and insists that they use motor transport over roads in order to relieve the native and turn him into a producer. Twenty to twenty-five years ago natives started to produce cocoa on the Gold Coast. Last year the natives produced approximately 280,000 tons of cocoa, having a market value of about \$175 a ton.

Plantations Replacing Forests
Plantations are replacing the forests, where they are already served by highways and railroads, and both French and British territories are cultivating many acres of cocoa palm. Strange combinations of ancient customs and modern conveniences exist side by side. Human sacrifices are offered in the same localities where every prosperous native owns a motor car.

Get behind
the wheel and
Get the facts!



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FREE COURSES!

JUDGES AND DRIVERS MUST
TAKE LESSONS

VIENNA'S LATEST

In order to instruct Viennese chauffeurs in foreign languages free courses in English and French are being inaugurated in the near future. Some 40 chauffeurs will be admitted to these courses. The taxi man probably has more to do with setting the foreigner at his ease in a strange city than is generally realized.

Vienna's importance as a foreign tourist centre is increasing from year to year, and the municipal "Fremdenverkehrs-kommission" which is engaged in propaganda in this respect, has evolved yet another scheme by which Anglo-Saxons and other strangers within their gates can be made to "feel more at home."

While writing of chauffeurs, it may be also added that it has recently been decided that judges who are called upon to arbitrate in cases of charges for excessive speed, reckless driving, etc., would be able to do so much more justly and easily if they themselves knew something about driving in automobile. The judges will, therefore, take special auto courses during the coming months.

PHYSICAL CONDITION OF
DRIVERS

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MOTOR PERILS

PHYSICAL CONDITION OF
DRIVERS

EYE-STRAIN AN EVIL

Between eight and twelve million Americans of all ages and conditions, it is conservatively estimated, will take to the highways at some time during the 1929 touring season already begun.

New motor car owners by the hundreds of thousands will join the cross-country drivers for the first time this season. Many experienced drivers will try touring for the first time. Very few of either class probably realize the vast difference between short-distance driving around town and the conditions imposed by days of steady travel behind a motor. It is for these that James Charlton, writer and veteran motorist, offers several points of experienced advice in the current issue of "The Elks Magazine."

Physical condition of the tourist himself is as important as condition of the car, he points out, although many ignore this point until it is forced upon them.

Eye-strain is one of the most insidious evils of long-distance driving, he shows. Many find their

eyes red and weak at the end of the day, perhaps seriously strained, but only after such experience do they remember to wipe the windshield at frequent intervals.

Driving in spurts of speed, attempting to set a record each day, is equally bad for the driver as for the car. He finds himself nervously and physically exhausted at the end of the day, while the experienced tourist who sets a steady, moderate speed and holds it is only normally wearied by his day. And usually he covers more distance.

Irregular meals are another temptation to be avoided. Coupled with the desire to eat a heavy dinner on getting out of the car, they can develop a fine case of indigestion within a few days. "Stop before you become tired," advises Charlton. "Relax before dinner, for a day of driving is even the most comfortable car makes you tense. Go for a stroll after dinner to relax your nerves as well as your muscles. Then take a bath and turn in, and you should have a restful night's sleep."

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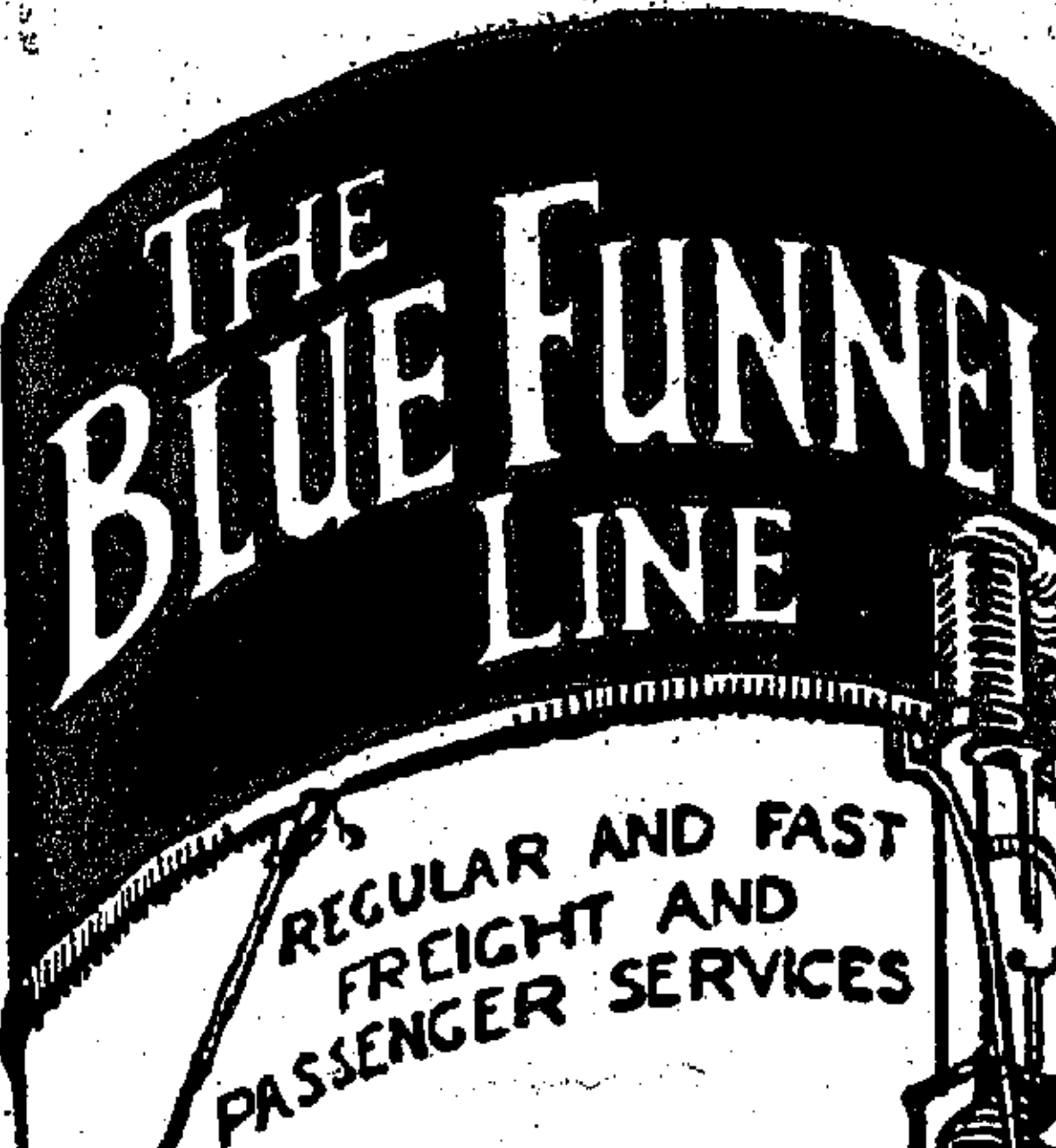
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HONG KONG, THURSDAY, JUNE 20, 1929.



LONDON SERVICE

"PERSEUS" 25th June M. Nos. Casablanca, L'don, E'dam & H'burg
"BAR EDON" 10th July M. Nos. London, Rotterdam & Glasgow
"IDOMENEUS" 23rd July M. Nos. Casablanca, L'don, E'dam & H'burg

LIVERPOOL SERVICE

"CYCLOPS" 20th June Genoa, Havre, Liverpool & Glasgow
"AUTOLYCUS" 20th July Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"PROTEUS" 20th June Victoria, Vancouver & Seattle
"TAUTYBIUS" 11th July Victoria, Vancouver & Seattle

NEW YORK SERVICE

"MACAON" 8th July New York, Boston & Baltimore
"ADRIANUS" 8th Aug. New York, Boston & Baltimore

INWARD SERVICE

"BELLEROPHON" Due 21st June For S'hai, M'ji, Kobe & Y'hamu
"ACHILLES" Due 23rd June For S'hai, M'ji, Kobe & Y'hamu

PASSENGER SERVICE

"SARFEDON" 10th July Singapore, Malacca & London
"PATROCLOS" 7th Aug. Singapore, Malacca & London

*Sails at daylight
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong to-day:—Delagoa Maru, Sophie Rickmers, Celebes Maru, Tjalsak, Takaoka Maru, Solviken, Rheinland, Yendai Maru, Javanese Prince.

INWARD MAILS.

From	FRIDAY, JUNE 21.	Per
Japan & Shanghai		Rajputana
U.S.A., Canada (Seattle and Victoria, B.C.)		1st June, Japan, Shanghai & Europe
via Siberia (London, 1st June)		President Pierce
SATURDAY, JUNE 22.		Sinking
Shanghai and Swatow		Fushimi Maru
SUNDAY, JUNE 23.		Gurna
Straits		Empress of Russia
Japan		Manila
Manila		President Madison

OUTWARD MAILS.

For	THURSDAY, JUNE 20.	Per
Sam Shui and Wuchow		Kochow
Japan		Aki Maru
Amoy		Kumsang
Tourane		Chung Kong
Saigon		Shua Chih
FRIDAY, JUNE 21.		Haifang
Swatow, Amoy and Foochow		1 p.m.
Shanghai, Wei Hai Wei, Japan & Europe via Siberia		Khiva
Letters		2.30 p.m.
SATURDAY, JUNE 22.		Rajputana
Rabat via Manila		Calulu
Holhow		Teau
Manila		President Pierce
Amoy		Anhui
SUNDAY, JUNE 23.		Linchow
Holhow, Pakhoi and Haiphong		9 a.m.
Shanghai and Dainy		Yunnan
Holhow, Pakhoi and Haiphong		9 a.m.
Bangkok via Swatow		Calgan
Swatow, Amoy and Formosa		Carton Maru
MONDAY, JUNE 24.		Fushimi Maru
Shanghai and Japan		10.30 a.m.
Shanghai, *Japan, *Canada, *U.S.A., *C. & *S. American & *Europe via Victoria, B.C.		President Madison
(Due Victoria, B.C. 15th July and Europe via Siberia.)		Parcels
Registration		June 22, 9.45 a.m.
Letters		June 22, 10.30 a.m.
TUESDAY, JUNE 25.		Hatching
Swatow, Amoy and Foochow		1 p.m.

*Correspondence bearing single name only.

FENG YU-HSIANG NOT FORGIVEN

ORDER FOR ARREST

NANKING'S OFFER OF PARDON TO HIS MEN

"UNIFICATION VIOLATED"

Shanghai, Yesterday.
At the final session of the second plenary session of the Kuomintang's Central Executive Committee, Feng Yu-hsiang's rebellious action against the Government and his violation of unification were brought up for discussion and a report of the proceedings was recorded.

In this report, the facts that the Standing Executive Committee of the Kuomintang has deprived Feng of his Party membership, dismissed him from all Government posts and also issued an order for his arrest, were included.

In view of the fact that the Kuomintang was part of the Kuomintang Revolutionary Army and had achieved merit for the revolutionary cause, the Government, at this conference, decided to forgive the Kuomintang officials and soldiers who were willing to give allegiance to the Government, and to re-enlist them into the regular Kuomintang army.—Nan Chung Kuo News Service.

Important Conference

Shanghai, Yesterday.
It is gathered from Chinese sources in Nanking that an important conference will be held at Hsueh-chu. The delegates, who will probably include Chiang Kai-shek, Tang Seng-chi, Ho Chen-chun, Ho Ying-ching, Han Fu-chi, Ho Yao-tsu, Chu Pei-teh and Fong Chen-wu, are expected to arrive at Hsueh-chu on or before June 23.

At the conclusion of the conference Chiang Kai-shek will go to Chengchow, where field headquarters will probably be located.—Reuter.

Converting Yen Hsi-shan

Peking, Yesterday.
Hsueh Shih-lui, a special delegate from Chiang Kai-shek, passed through here on the way to Taiyuan.

It is stated reliably that he hopes to succeed where the Ho Chen-chun and Tang Seng-chi mission failed.

He carries an autograph letter from Chiang Kai-shek which he hopes will change Yen Hsi-shan's mind.—Reuter.

HEAT WAVE

OVER 20 DEATHS REPORTED FROM U.S.A.

12 BATHERS DROWNED

New York, Yesterday.
A record June temperature of 92 in the shade is the climax of a ten days' heat wave which was responsible for ten deaths yesterday. Twelve others were drowned over the week-end whilst seeking relief in bathing.—Reuter's American Service.

TRAIN DISASTER

8 KILLED & MANY INJURED IN BELGIAN TOWN

A COLLISION

Grammont, Yesterday.
Eight people have been killed and many injured in a collision between two workmen's trains here this morning.—Reuter.



HEALTH RESORTS

REPULSE BAY HOTEL AS A SANATORIUM?

AN OFFICIAL DENIAL

The question of building a sanatorium in Hong Kong has been discussed on many occasions but so far, we understand, nothing has been done. Now it remains for the "Singapore Free Press" to tell us that negotiations are proceeding between a syndicate of Anglo-American financiers and the Hong Kong and Shanghai Hotels Company for the purpose of converting it into a health resort.

The "China Mail," however, learned this morning from the Hotel Company that there is no foundation for the rumour which gave origin to the following article published recently in the "Singapore Free Press":—

FAIR TO SHOWERY

This morning's weather report states:

Pressure continues to be highest in the vicinity of the Carolines. It is relatively low over N. China and to the north-east of Japan.

Forecast:—S. W. winds, moderate; fair to showery.

The scarcity of properly equipped health resorts and sanatoria in the Far East has, we are informed, led an enterprising group of Anglo-American financiers to send a representative to China and other parts of the Orient seeking opportunities to establish modern institutions of this nature.

Already plans have been completed for sanatoria to be established in North China, Hong Kong and Saigon, each costing in the neighbourhood of \$250,000, without the cost of the sites.

Mr. H. P. Hayward, the representative of the syndicate, accompanied by Dr. Francis Maddock, formerly of the Rochester College of Tropical Diseases, will arrive here shortly from Indo-China, with the object of selecting a suitable site for the construction of a similar sanatorium to serve Singapore. It is stated that the institutions planned combine all the features of a luxurious hotel and a health resort, with every conceivable modern convenience for the perfect rest cure and regaining of health during convalescence. Sites are being chosen at suitable sea-front places. The one for North China is near Tsingtao, famous for its ocean air, and it is said that applications for accommodation have poured in, although the buildings will not be complete for upwards of a year.

A report from Hong Kong states that negotiations between the syndicate and the Hong Kong and Shanghai Hotels Company for the purchase of the Repulse Bay Hotel have been started as the site for the sanatorium to serve the Hong Kong territory.

	Degrees
Temperature, 10 a.m., to-day	82
Temperature, 4 p.m., yesterday	87
Humidity, 10 a.m., to-day	80
Humidity, 4 p.m., yesterday	70

U.S. PROHIBITION

ALLEGED LAX USE OF FIREARMS

"DRY" AGENTS CRITICISED

New York, Yesterday.
Public indignation over a series of incidents attributed to the lax use of firearms by Prohibition agents on the Canadian border was the subject of reporters' questions at the White House today.

President Hoover responded to them by appealing to Americans along the border to assist the authorities to prevent rum-running. He said every effort was being made to prevent the mis-use of arms.

The President's statement was followed by an announcement by Assistant Secretary Lowman that Federal agents reported an unprecedented concentration of rum-runners along the border from Vancouver to the Atlantic, necessitating the mobilisation of prohibition officers.—Reuter's American Service.

RELIGIOUS FRICTION

ANOTHER CLASH BETWEEN HINDUS AND MUSLIMS

POLICE FIRE ON CROWD

Bombay, Yesterday.
The Moslem Festival of Muharram was the occasion of a clash between Hindus and Muslims at Devangere, Mysore. Police fired on the crowd killing 8 and wounding 40, who were sent to hospital. Troops and police reinforcements have been sent to Devangere.—Reuter.

The wedding took place on June 15 at Panang of Mr. Malcolm Orr, well-known Penang cricketer, and Miss "Constance" Ferris, formerly of Singapore.

LUCK OF DRAW AT WIMBLEDON

TILDEN & BOROTRA?

HELEN WILLS & "BETTY" MEET IN EARLY ROUND

"WORLD" TENNIS TITLES

London, Yesterday.

Two things were definitely settled when the draw was made today for the lawn tennis championships at Wimbledon which annually draw the cream of the world's talent in keen competition.

The first of these two things is that Miss Helen Wills (the American), who is holder of the ladies' singles championship, and Miss Betty Nuthall (the British girl wonder who celebrated her 18th birthday last month) will almost inevitably meet in the early stages of the ladies' singles.

[Miss Wills is favourite. Although Miss Nuthall was expected to go far, the luck of the draw being against her, England will probably see her eliminated in an early round when, otherwise, she might have achieved the 'spectacular' as she had done before.]

Men's Singles

The second of the 'things settled'—providing each comes through his preliminary bouts—is that W. T. Tilden (of America) and Jean Borotra (one of the French champions), either of whom is capable of winning the men's singles, will meet in the final (they being in different halves of the draw), but Tilden has, however, to meet H. Cochet (another French "crack") before he can reach the final. Borotra has a comparatively easier passage.

In the first round Tilden oppose H. Dillon, the Irish international. Hennessey, who has played for America in international matches, meets Malcolm, a member of the South African team for the Davis Cup.

Cochet meets A. Crossley. Borotra, likewise in the opening round, has to play G. Sherwell.

Ladies' Byes

Rene Lacoste, the French holder of the men's singles title, is not defending his championship, being prevented from doing so by business responsibilities.

Miss Helen Wills, Miss Eileen Bennett (one of the best British ladies), Fraulein Aussem (of Germany) and Miss E. Heine (the South African ladies' champion) have received byes into the second round of the ladies' singles.—Reuter.

TODAY TO SATURDAY

2.30, 5.20, 7.15 & 9.15 p.m.

"THE GORILLA HUNT"

Ben Burbridge's Thrilling Picture of the DARK CONTINENT

Mighty man-like monsters of the jungle brought right into the camera's eye! Thrilling fights with elephants, lions, pythons, crocodiles!

AT THE MAJESTIC

GLORIOUS WALTZ ROMANCE!—

A delightful story of life and love in Gay Vienna before the War, based on Johann Strauss' popular waltz tunes!



THE WALTZ DREAM

THE romance of a Count and a Cabaret girl!

SPECIAL ORCHESTRAL EFFECTS

AT THE QUEEN'S TO-DAY TO SATURDAY At 2.30, 5.10, 7.15 & 9.20.

A FASCINATING romance of thwarted hate, satisfied vengeance, a woman's faith and a love that conquered jealousy!

VICTOR McLAGLEN

HANGMAN'S HOUSE

From DON BYRNE'S GREAT NOVEL

AT THE WORLD TO-DAY & TO-MORROW At 5.15 & 9.20

CHINESE PICTURES
THE WORLD OF LIGHT

DRAMA—intense, mighty, stirring. This picture is grippingly human. See it and be thrilled as never before!

THE WAY OF ALL FLESH

EMIL JANNINGS

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